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PREMIER WARNS THE WORLD

GREAT BRITAIN MAY BE
FORCED TO EXPAND

A GLOOMY PICTURE

DANGERS OF COMPETITION IF
CONFERENCE FAILED

London, Yesterday.

Mr. MacDonald broadcast from Downing Street a speech to America, which was not broadcast at Home, chiefly stressing Great Britain's continuous disarmament of all services since the war, and declaring that Britain alone could not reduce further.

The Premier added, "How much farther we can travel along this road of reduction depends on the decision of those in the conference with us who are willing to limit and reduce and tread the path of disarmament along with us. We cannot go much further ahead alone; indeed, if we cannot get agreement we may not be forced to expand. Mr. L. Stimson put the position most admirably before he left Washington when he said that too little means of defence gives a nation a feeling of insecurity, while too much gives its neighbours a feeling of insecurity. What constitutes the tremendous gravity of our deliberations is that the alternative to limitation is competitive building, and the end of competitive building is war.—Reuter and British Wireless Service.

DELICATE HANDLING REQUIRED

Rugby, Yesterday.

The Five Power Naval Conference begins actual business to-morrow morning, when all the delegations will meet in full session at St. James's Palace. It is anticipated that at this sitting each delegation will make a brief, plain statement of its position.

To-day there was much activity at the headquarters of the different delegations and a general interchange of visits between the chiefs.

At Downing Street the Prime Minister began a busy day with the usual weekly Cabinet Council which took place an hour earlier than is customary. Immediately afterwards he was present there at a meeting between the French and British delegations, which Colonel Ralston, the Canadian delegate, also attended. The purpose of this gathering was to review the points raised by the French and British Governments in their published memoranda of December 20 and January 10. It was found that certain points needed further elucidation and it was agreed to consider these points at a further meeting next Friday.

In the afternoon the Premier proceeded to the House of Commons, where he remained during question time, after which he was visited by Signor Grandi, with whom he had a general discussion on conference business. This evening he broadcast from his study in Downing Street a message which was sent by a short wave station 5SW and relayed throughout the United States. A little later he had a further conversation with the chief Japanese delegate, Mr. Wakatsuki.

MESSAGE TO AMERICA

The Premier in his broadcast message to United States said: "Before the conference started the delegations had been discussing their differences and we are hard at it now. If it were a matter of two or three delegations, the differences might be adjusted in open conference, but when there are five, many exchanges of views are required and a delicate handling has to be adopted. The preliminaries for agreement must therefore be conducted to a great extent between separate delegations and can be openly debated only after there is a thorough preliminary understanding amongst the countries affected."

Although I feel sure agreement will be come to, I should like to warn all my hearers that there are many difficulties in the way. The question is, how far can we all go together? Some of us are willing to go further than others in certain directions, but not as far in others. Some of us make proposals for reductions which do not suit others, and they in turn make proposals which are similarly rejected.

It is not ill-will; it is the problem of adjustment. We shall strive to bring to the lowest common denominator all programmes of the various countries so that two things will happen. Firstly, there

will be no more competition between us in building ships, and secondly, the programme will be reduced to the very lowest possible level, and then, within a few years, say five or six, we shall be in a position to make still further reductions. Thus we shall reach disarmament and secured peace."

BRITISH REDUCTIONS

The Premier said he would answer quite specifically a statement which had been very widely scattered that this country, while talking of disarmament, was showing no example. "In the case of the British army regular establishments, there have been large reductions since pre-war days. There has been limitation of personnel, and material and military expenditure generally. Our personnel to-day shows a reduction of 50,000, compared with 1914, and 152,000 compared with 1921, after the actual war forces had been disbanded. We are the only nation among the leading powers who can show continuous reduction in expenditure on its army. I am making no criticism of what other nations have done. I am only concerned to assure you we have in this country already assumed some of the risks of peace by actual reduction of fighting power."

FREQUENT NAVY CUTS

In the case of the Navy we have not waited for this conference. The position in the British Empire in December, 1929, compared with August, 1914, presents a remarkable contrast which deserves to be pondered by those who speak lightly of the British contribution to naval disarmament. Here are the facts. Capital ships August, 1914, were 69, and in December, 1929, twenty. Cruisers with guns of eight inch and above, on August, 1914, were 27, and in December, 1929, eleven. Cruisers under eight inch guns in August, 1914, were 81, and in December, 1929, forty-three. Submarines in August, 1914, were 74, and in December, 1929, fifty-three. These few figures are more eloquent than columns of speeches.

DEPLETED AIR FORCE

As regards the Air Force, before the war the air services of the world were just struggling into existence and no comparison therefore can be made between their strength to-day and in 1914. In the course of the war, however, Great Britain built up a huge, powerful force, which, by the time of the Armistice, comprised no less than 8,500 first line machines, with a personnel of nearly 800,000 strong behind them. It was, in fact, at the point to create the strongest air force in the world. After the war this powerful weapon was virtually scrapped and to-day the first line strength of the Royal Air Force on a comparable basis is no more than 773 machines, with a personnel of 81,000, and the air force of other great Powers far outnumber us. Could there be a more striking evidence of the will

LOCAL STEAMER WRECKED

S.S. MAN HING COMES TO GRIEF
IN RIVER DELTA

TWO VESSELS TO THE RESCUE

Another local steamer has come to grief according to reports brought back to the owners by some of the survivors, but it is not yet known whether the disaster involved the loss of any lives.

The ill-fated ship this time is the steamship Man Hing owned by a Chinese syndicate in Hong Kong. She was on the Hong Kong-Wuchow run for many years. She was formerly known as the Wing Hung; under British registry.

The Man Hing left Wuchow for Hong Kong and after leaving Samshui at 6.45 p.m. on January 21, with a general cargo and about 150 passengers, she ran aground at a place commonly known to the Chinese as Koo Lo, which is a significant landmark, having a temple on the hillside.

The Man Hing began to ship water and later her stern was submerged, with the bow piled well up on shore.

Rockets and distress signals were sent up, and the first vessel to go to the rescue was the Chinese steamship Man On, who took off some of the passengers and cargo. Later the British ship Kwong Hung, in command of Capt. Chan Kwong-ying, arrived at the scene of the wreck. She also took some of the passengers and four members of the crew and brought them back to the Colony last night to make a report to the owners.

The ill-fated Man Hing is a wooden vessel and some time ago she was concerned with an incident with a Chinese revenue cruiser. She was subsequently fined at Canton and then released. Since then she had been on the run under the Portuguese flag. Her Captain is a Portuguese as well as are two other officers.

to peace in the British people?—British Wireless Service.

DELEGATION BUSY

Immediately after conferring with Mr. Ramsay MacDonald at Downing Street, Mr. H. L. Stimson called on the Japanese delegation. It is declared that the delegations are still busily occupied, chiefly concerning the matters of procedure for their discussions, which will be continued this evening. The American quarters state that much useful work was accomplished at the meeting last night. Owing to the limited accommodation of the conference room in St. James Palace, each delegation has been asked to send no more than fifteen persons on each occasion of a full meeting of the conference, including technical advisers and members of the secretariat.—Reuter.

EARLIER CABLES

Although it is recognised that the problems which the Naval Conference has to face are numerous and complicated, it is everywhere agreed that yesterday's plenary session gave it a most auspicious start.

The King's speech, and the speeches of all delegates showed that the governments represented unanimously recognised that World opinion demands of them progress towards disarmament. There was implicit in every speech a determination to reach an agreement which marks progress towards this goal.

The delegates will begin their joint discussions at St. James' Palace to-morrow morning. To-day is being devoted to establishing further contacts and informal conversations upon points which will come before the Conference.

There is considerable activity of this kind in Downing Street and at different delegation headquarters.—British Wireless Service.

CONSULTATIONS

London, Yesterday.

The Cabinet met an hour earlier than usual to permit Mr. Ramsay MacDonald to continue the preliminary work in connection with the Naval Conference. There was much reciprocal consultation between delegates to-day and Mr. MacDonald was very busy receiving them.

Some Dominion Delegates called at No. 10, Downing Street this morning and Mr. MacDonald broadcast at 8 p.m. from Downing Street a short statement on the subject of the conference with special reference to the United States.—Reuter.

INDIAN SCHOOL PRIZE DAY

GARDENING AS AMUSEMENT
FOR STUDENTS

THE YEAR'S WORK

"GOD HAD NOT DESPAIRED OF
SCHOOLS"

Situated in an ideal spot at the Sookumpoo Valley, with the hill as its background, the students of the Ella Kadoorie School for Indians enjoy a rare privilege which is denied to students attending other schools in the Colony. They are also fortunate in having a master who is most enthusiastic in gardening, with the result that a beautiful plot of land has been levelled at the back of the school, and on it many variety of vegetables, fruits, flowers and even coffee are being cultivated.

Thirst for Knowledge

This morning being the annual prize day of this school, Press men and other visitors were taken over the ground by Mr. A. T. Hamilton, the headmaster, with whom was Mrs. Hamilton, and at the read-

CLOUDY AND MISTY

To-day's weather report from the Royal Observatory states: The anti-cyclone remains central to the North of the Lower Yangtze Valley but has weakened.

A depression is central to the North-east of Japan.

Fresh monsoon will prevail along the S.E. Coast of China and over the N. China Sea.

Forecast:—N. E. winds; fresh to moderate; cloudy; misty.

Rainfall

Rainfall since January 1, 0.61 inch, against an average of 0.80 inch.

Temperature and Humidity

The temperature and humidity at certain specified centres this morning at 6 o'clock were:

	Temp.	Humid.
Hong Kong	56	82
Macao	48	84
Manila	68	94
Amoy	46	89
Swatow	50	88
Chefoo	28	100
Pratas Island	67	89
Shanghai	84	85

ing of the annual report it was seen that, apart from gardening, which has been made a hobby for the boys, the young Indians showed an extraordinary thirst for knowledge.

Mr. Arculli and Tagore

The great hall of the school was thronged with pupils and visitors when the annual report of the year's work was read by Mr. Hamilton, after which prizes to the successful candidates at the yearly examination were distributed by Mr. A. el Arculli.

An interesting and encouraging address to the young pupils were then delivered by Mr. Arculli, who laid emphasis on what the world-famed Indian poet, Tagore, had said of education and the part that children play in it.

HEAD MASTER'S REPORT

During the year ended December 31, 1929, the school was opened on 223 days. The maximum enrolment for the year was 131 an increase of 14 over last year. The average attendance was 120.

I took over charge on February 25. There have been no other changes in the staff. During the year Mr. Mir Alim Khan was on leave from March to October.

The discipline continues to be satisfactory. This may be attributed to some extent to our system of prefects, a system that has worked well since it was introduced. Corporal punishment is scarcely ever inflicted.

At the annual examination 120 boys were examined and of that number 115 passed or nearly 96 per cent. It is very satisfactory to be able to report on the general standard of all the written papers a feature which may be traced to the introduction of Print Script Writing a few years ago. I feel safe in saying that the younger boys find it much easier than the ordinary handwriting. It is neater and more pleasing to the eye and

LADY LAMPSON

Condition Reported to
Be Serious

SIR M. LAMPSON ARRIVES

The China Mail learned about 1 p.m. to-day that the condition of Lady Lampson, who is in the French Hospital suffering from meningitis, is very serious indeed.

It appears that on the voyage from Shanghai on the s.s. Antenor, she was taken ill with a high temperature, being unable to leave her cabin. On arrival in Hong Kong Lady Clementi at once visited her, but the patient was unable to converse. Dr. Black was summoned and ordered her removal to the French Hospital where he has been in close consultation with Dr. Gerrard, of the University. Yesterday her condition was slightly more hopeful, but this morning the news was not so good.

Sir Miles Lampson arrived by H.M.S. Serapis this afternoon at 2.15 and immediately proceeded to the French Hospital.

Sir Miles, who will be the guest of His Excellency Major-General Sandilands at Headquarters Command, is accompanied to the Colony by Mr. Sterndale Bennett and his office staff.

PLAYING GROUNDS

The China Mail learns that the report of the Committee on Playing Grounds, appointed some months ago by His Excellency the Governor, has been completed and will be published as a Sessional Paper at an early date.

OPIMUM COMMISSION

The members of the Opium Commission of the League of Nations are at present visiting Macao, after which they will visit Canton and thence return to Hong Kong.

at the same time sets them a standard of neatness which reacts on other subjects.

Sports

We are very fortunate in being so situated that the boys have every facility to indulge in various forms of sport and it is most gratifying to be able to report that full advantage is taken of these facilities. Cricket and football are undoubtedly the favourite games and the inter-class rivalry is very keen. As an indoor game ping pong is much played. At the annual Athletic Sports held a few days ago we had a very successful gathering. A very pleasing feature in this connection is the interest taken by old boys some of whom have the welfare of the school so much at heart that they are willing to come along and help in coaching the boys in their various games.

Health

The general health of the school is very good indeed, there being no serious cases of illness during the year. Physical drill is taken every morning and this I am sure has a most beneficial effect on the health of the boys. The Medical Officer for Schools visited us twice during the year and I take the opportunity of thanking her for the interest she takes in the boys and for the valuable advice she is only too willing to give at all times. Our thanks are also due to Mr. M. A. Khan, one of our own staff, and an officer of the St. John Ambulance Brigade for the trouble he took in vaccinating all the boys in the school last October.

Library

The library is well patronised by the boys of all classes. A few additions were made during the year but we find great difficulty in getting suitable books for the very young boys.

Garden

The school garden continues to be a source of interest. Any credit in this respect belongs to Mr. Bishen Singh who must feel justly proud of his success as an amateur gardener when from time to time he distributes the produce of the garden among the staff, the boys and friends of the school. In this connection our thanks are also due to Mr. A. R. Sutherland, Inspector of Schools, and a former head master of this school, who still takes a very keen interest in our welfare and who at different times supplies us with seeds for the garden.

(Continued on Page 6.)

MR. BREWER'S ADDRESS

IMPORTANCE OF A JUROR'S
QUESTION

SIGNING FORMS

DIRECTORS AND INTERESTS OF
THE BANK

The jury's verdict on the first count in the trial of Mr. Noel Instone Brewer, barrister-at-law and hitherto President of the Instone Banking Corporation, is expected this afternoon.

After the lunch adjournment to-day, the fourth day, the Puisne Judge summed up. This morning Mr. Brewer, who is conducting his own defence, made his final address (in this trial) to the jury, lasting over an hour and a half. Then Mr. Somerset Fitzroy (Assistant Attorney-General) replied for the Crown.

Mr. Brewer said he was indebted to the foreman (Mr. G. G. Stopani-

INTIMATION TO JURORS

Jurors other than those empanelled for the trial of the first count in Mr. Brewer's trial who have been attending the Supreme Court every morning, were informed by the Puisne Judge to-day that they would not be required until notified by the Registrar.

Normally, the Puisne Judge does not sit in criminal jurisdiction on Fridays and Saturdays. The next available dates would, therefore, be Monday and Tuesday, January 27 and 28, after which a postponement—assuming the proceedings will continue—will be necessary until after the China New Year holidays on Monday, February 3.

It is felt that Monday, Tuesday and Wednesday next may not be utilised, in which event the interval will be of about ten days' duration.

The judge concluded his summing up this afternoon in 35 minutes and the jury retired at 2.40.

The Verdict

The jury returned after 65 minutes with a unanimous verdict of "Guilty."

His Lordship reserved sentence, but informed Mr. Brewer that he was no longer on bail.

Thomson) for a question which led to his (Mr. Brewer's) realisation of a factor which had escaped him. "How did you persuade the Directors to sign these forms?" he had been asked, said Mr. Brewer. At the time he did not appreciate the thought behind the query. It was a point which had escaped both sides and which the foreman had picked out from a mass of detail.

"My argument," Mr. Brewer added, "to the Directors was that if (the policy he advocated for the Bank as regards its capital) would materially benefit the Bank if the shareholders were treated in this manner, and also that I did not desire a large amount of cash without a qualified banking manager."

"FOR THE SAKE OF FACE"

But were the Directors actuated by a desire for a fully paid-up capital "for the sake of face," Mr. Brewer asked, or did they merely wish to produce an artificial increase of capital receipts? "The swelling of the cash receipts was essentially a by-product and by no means the essence of the transaction," he replied.

The Directors have stated a definite reason why they wanted this plan adopted. It is more reasonable to think that they were actuated more by enthusiasm for the interests of the Bank than by a desire to swell the capital receipts at the expense of their own possible loss (through their promissory notes).

Referring, then, to Mrs. Brewer's position, Mr. Brewer argued that "she could have been stripped (by the Bank) of all she possessed, execution could have been levied and, under the present Hong Kong laws, she could have been sent to gaol for debt."

JUDGE DISAGREES

Interposing, his Lordship (Mr. Justice Wood) observed: I did not disagree with you before (in regard to Mrs. Brewer's possible position) but that is not so.

Mr. Brewer: I think there can

GENERAL CHAN MING-SHU

ARRIVES HERE BY SPECIAL
TRAIN

A DISTINGUISHED PARTY

H.E. the Chairman of the Kwangtung Provincial Government, General Chan Ming-shu, arrived in Hong Kong to-day, on an unofficial visit to bid Sir Cecil Clementi and Lady Clementi farewell and to attend the launching of the British s.s. "Tainan."

A special train of two coaches left Taisatshau early this morning with a military escort which was dismissed at Samshui, on the New Territories frontier. Four bodyguards accompanied General Chan to Kowloon.

Welcome at Station

At the station were Captain F. G. Sillitoe, R.M., Aide-de-Camp to H.E. the Governor, the Hon. Dr. R. H. Kewell, C.M.G., LL.D., Mr. Dr. S. W. Tso, O.B.E., LL.D., Mr. Mok Kow-sung (Comptroller, Messrs. Butterfield and Swire), Mr. Woo Hay-tung (Chinese Shipping Office, Messrs. Butterfield and Swire), many other prominent Chinese residents, and Mr. Chau Man-chor (Manager, Central Bank of China, Canton).

Mr. W. La Bati Sparrow, Assistant Superintendent, Divisional Inspector J. Ogg, and Det. Sub-Inspector A. J. W. Dprling were in charge of the Police arrangements.

Indian and Chinese constables lined Salisbury Road from the Railway Station to the Peninsula Hotel and a large batch of detectives mingled with the onlookers.

Echo of Hotel Fire

Looking in excellent health as he stepped off the train at 11.25 a.m., General Chan was dressed in a European style of clothes with an overcoat. He still showed signs of a slight limp as the result of his injury received when climbing down the wall of the King Edward Hotel, Hong Kong, following the disastrous fire last March, after which he spent some time in the Government Civil Hospital.

Also in the party were Mrs. Chan Ming-shu, General An-Yung Kuo (Chief of Police) and Mr. An-Yung Kuo, Mr. Lam Wan-kol (Mayor), Mr. Chan Chak, Mrs. Leung Chik-wai, Mr. Mak Ying-tsun (Special Extradition Officer for Canton, who is stationed in Hong Kong), and two of General Chan's secretaries.

General Chan and his party walked to the Peninsula Hotel where he was entertained at lunch by Mr. Mok Kow-sung.

At Government House

Subsequently he proceeded to Government House to call on H.E. the Governor and Lady Clementi. Later he went to Talkoo Dockyard, Quarry Bay, to attend the launching of the s.s. "Tainan."

There will be about 100 guests at Government House to-night, when General Chan and his party will be entertained at dinner.

General Chan leaves to-night on the s.s. "Fatsan" for Canton.

be imprisonment for debt . . .

His Lordship: You may take it from me that it is not so.

At a later stage Mr. Brewer spoke of "a man without property" and asked if he would be right in saying that such a man could, under the circumstances, be imprisoned for debt.

His Lordship replied, in reference to his previous remark: I was speaking of a married woman.

MR. UDY'S EVIDENCE

Continuing, Mr. Brewer said that the evidence of Mr. Udy was very important. He was a man of reputation and his evidence was of great value. "I say that Mr. Udy was sent from Heaven," Mr. Brewer went on, and added that what he had said was not said in a loose manner.

Mr. Brewer recapitulated the evidence given by Mr. Udy and stressed the point that Mr. Udy had agreed with him that if he had to produce a statutory report, he would have done it in substantially the same way.

APPEAL TO JURY

He concluded by reminding the jury that one word from them would deprive him of everything—name, reputation and liberty. The jury must not come to a decision hastily. To them it might be a small thing, but to him everything depended on the outcome of the case.

Mr. Brewer stated: "I maintain that I have been honest and conscientious. I have not at any time endeavoured to further my own interests at the expense of another. I have never at any time defrauded or tried to defraud anyone. I am no criminal and it is to you, and you alone, I can look for delivery from this charge."

(Continued on Page 6.)

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PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on MONDAY, the 3rd day of February, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshulpo, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

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EXCLUSIVE STOCKS

of
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SILK GOODS

Opposite Queen's Theatre.

THE OIL OUTLOOK

(Continued From Page 2)

preserve the supply of your own country for the time when you do not want to export it, but can realize for it the price which it would cost others to bring it to its destination in the States? But all this is not "the goods" for the delivery of which we have come here to-day, namely, the question: "What is to be done? What is the best thing to do for the industry as a whole?"

Well, first of all conservation. Let us gradually, practically, and scientifically realize that we have, and how we can draw on it liberally, not only now but in the future, that is, if we come to the conclusion that we can continue to export the excess over consumption to see in how far such excess is going to be lasting.

Secondly, let us rather lay ourselves out to produce the best, and to spend on this the money which we should otherwise waste in duplication of facilities for distribution only. The best goods can afford to laugh at inferior goods, even in spite of superior distribution.

Thirdly, let us always bear well in mind that production, once created in a foreign country, has to be sold there, and that over-production in and exporting from the states in order to stop such sale is the contrary of common sense. The consequence of such action is simply, in the long run,

pulling down your own market against yourself to the full extent of your production.

Fourthly, let us always realize that production in a country is going to be sold in that country, whatever the price may be, and that logical government protection against cheap dumped imports is a certain event. True in Mexico the reverse has been the case, but then unfortunately a past communist tendency was more bent on creating taxation burdens than bettering the internal condition of the country.

Fifthly, let us remember that excess of facilities must in the end raise the price of sale against the consumer on account of the large capital expenditure for our facilities, whilst the producer is charged with the odium of such high prices without having the benefit thereof.

Sixthly, and lastly, let us realize that where there are several dozens of large producers and marketers, and joint action is necessary, we must sink vanity and aim at continually sound business rather than at temporarily big oil man with its big burdens and responsibilities.

I am simply stating a fact when I assert that when in 1902 the Dutch Indian producers joined hands, coupled with the wisdom of the policy of the Dutch government not to issue small or "split-up" concessions, it was the birthday of the greatest Dutch colonial enterprise, and when, later, the Burmah and Anglo-Persian companies co-operated in distribution, every company gained, not only the greater assurance of supplies to the clients dependent on them, but the certainty of their own bright future. In short, my advice (in which practice I am 100 per cent. partisan and co-operator) is "Let us create an 'Association of co-operation' on the basis of possibility of permanent production with the assistance of such distributing organizations as are willing to co-operate, and do not let us worry about those who will not do so."

N.S.W. MINES**Appeal of Coal Owners
Allowed****STATE'S DECISION**

Melbourne, Yesterday.
The Full Court has allowed the appeal of the coal owners against the award of Judge Beeby.

In the Federal Arbitration Court, Judge Beeby ordered work to be resumed on December 20 in the mines in the Newcastle area, on pre-stoppage wage rates. The award was to operate only until December 31, without prejudice to the parties in connection with the full hearing of the dispute which came up to-day.

The Judge joined the State Government as party to the dispute. The State Government then decided to apply to the High Court for an injunction to restrain the Federal Arbitration Court from exercising its jurisdiction over the State Government.—Reuter.

**"Neuralgia",**

said the Doctor, "like many another nervous affliction, may be guarded against by maintaining blood and nerves at the highest point of efficiency. A tonic that is not merely a temporary stimulant, but one that builds up both blood and nerves, is a far more rational means of acquiring immunity to neuralgia, and of lessening its recurrence, than the use of analgesics or sedatives which afford but temporary relief." Dr. Williams' Pink Pills recommend themselves as just such a tonic, as the doctor specifies, designed to build up rich blood and strong nerves. They have been proven time and time again a most efficient remedy for neuralgic attacks, headaches, sciatica, and nervous debility, as well as for anaemia and other ailments due to an impoverished condition of the blood. Chemists everywhere sell them, \$1.50 per bottle, \$8 for six bottles.

Dr. Williams' PINK PILLS
A HOUSEHOLD NAME
IN 34 COUNTRIES

**IRELAND'S BREACH
OF HONOUR****FLOUTING THE PRIVY COUNCIL:
LORD CARSON ON 'KICKING'****GREAT BRITAIN'S ACT**

A point of principle or honour, conveniently slurred over in the House of Commons, is not likely to be long neglected by the House of Lords. It was natural, therefore, to find the Peers sifting a matter of which the Prime Minister has disowned official knowledge, so that he may be released from the necessity of action—the defiance by the Irish Free State of the Treaty which brought that State into existence, states the Morning Post.

Having thrice checkmated the judgments of the Judicial Committee of the Privy Council, the Free State Government recently announced, through the Finance Minister, their intention of continuing to do so. Any Irishman who obtained a decision from the Empire's supreme tribunal was warned that the verdict would not run in Ireland. How were the Government, asked Lord Dunsford, meeting such flagrant defiance? Lord Carson, retired now from long public service, seldom comes to Westminster, but this brought him to the House. In former days, it was almost a tradition to label his speeches "bitter"—which usually meant no more than that he spoke his mind in plain English. If that interpretation be accepted, then he was bitter.

His fine voice had the old ironic emphasis when he requested the Government to explain why they liked being kicked; when he accused this nation of perpetually yielding to Ireland's blackmail, and of almost licking the boots of a people who continually insult both their King and their neighbours. Either, he said stoutly, make a turbulent State conform to its word, or throw it off.

A Pointed Question
The Peers have almost abandoned expectation of either plainness or relevance from the Leader of the House.

Lord Parmoor, after a dissertation on the Imperial Conference of 1926—which granted equal status to the Dominions—concluded affably by saying that the British Government would soon be guided by the Imperial Conference of 1930.

And, in the meantime, demanded Lord Reading, is the established law between two countries to be observed or not?

This speech was in some ways the most notable in the debate. Lord Reading is a Liberal, one of a party which, having most responsibility for creating the Irish Free State, is complacent as to the nature of the offspring. Yet now, in the gravest temper, the great lawyer laid down that Ireland was committing more than a breach of legality; was committing a breach of honour.

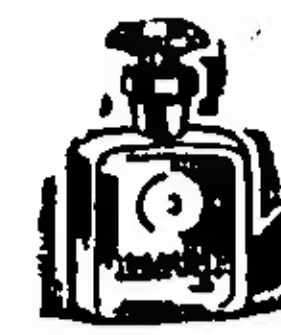
"The essence of common responsibility is that people should keep their word," supplemented Lord Salisbury. If Ireland was to deserve the name of a Dominion, he added, that lesson would have to be learnt.

Ministers' Two Minds
After such an arraignment another Government speech became imperative. The Secretary for the Dominions began well; he even astonished the Lords by denouncing the Free State Finance Minister's declaration as "unhappy, improper, and injudicious." A remarkable negation, by the way, of the Secretary's own dictum a fortnight ago that proceedings in the Empire Parliaments can never be criticised. But, this promising forthrightness was promptly atoned for by almost unbelievable speciousness. Perhaps, Lord Passfield suggested, the Finance Minister's assertions meant nothing at all. "I am not going to assume," said he, "that the Irish Government are going to break the law."

If, of course, the Free State did make a breach—then "His Majesty's Government would take the appropriate action." Lord Passfield would not explain what action might be appropriate, and decidedly this Government will not say a word until the Privy Council and this country are kicked (as Lord Carson puts it) again.

"You don't know Irishmen," commented Lord Dunsford, dealing with Lord Passfield's hopes that the speech in the Dail might be empty words. And, with a sarcastic comparison—which made the Leader of the House very snappy—between Lord Parmoor's implied commendation and Lord Passfield's open condemnation of the Free State Minister, the Conservative Peer allowed a wretched debate for the Government to end.

A referendum on the Young Plan and the policy which its acceptance implies was held throughout Germany by secret polling. The requisite 50 per cent. of the voting strength of the country for the referendum was not obtained, and the Nationalists have therefore failed.

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As is widely known, the *Overland* is the only weekly news budget printed in Hong Kong with pictures. It is informative and reliable. If an order is placed for it to be sent to any address, it arrives regularly with each mail.

All the social and personal news of the week is included, such as obituaries, departures, functions, etc. The prize-distribution period of local schools is suitably dealt with.

From another point of view, the trial of Mr. N. I. Brewer, the barrister-at-law, of which reports appear in collected form, is also interesting.

Then there is the formation of a Society for the Protection of Children, the topical and eloquent sermon in St. Andrew's Church, the series of local shipwrecks, political and general developments in China, and many other items of importance.

Send a copy of the *Overland* to the folks at Home and earn their approbation. Their approval is confidently predicted.

Letters to relatives and friends in other parts of the world frequently fail to be written even by the most ardent correspondents. It is a kindly thought, therefore, to ensure that those away from the Colony, or folks at Home, should have an unfailing supply of Hong Kong and China news every week—by means of a subscription to the "Overland China Mail."

Without any trouble of packing and worrying about the Post Office on your part, and at a one-and-only cost of H.K.\$9.75 for three months, the "Overland China Mail" will be sent Home for you every week, catching the mail regularly. It contains just the news, features and pictures from the daily "China Mail" that make a studied appeal to people with any interest whatsoever in Hong Kong, and many letters testify to the keen pleasure and interest its weekly arrival brings.

For your folks at Home to receive this weekly budget, or to keep yourself posted with affairs during your absence, all that you have to do is to drop a note to the "Overland China Mail."

The word "Overland" is a reminder of the experience behind the production, it having been published since the early days of the Colony, to the very first OVERLAND because there was no Suez Canal, and that was the quickest route by which to get mail Home. In the march of times the "Overland China Mail" has become the only weekly news budget which has a pictorial supplement with local photographs. It is made just to suit requirements, as it has done all along. What more could be desired?

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LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.
HAKOZAKI MARU... Saturday, 25th January.
HAKUSAN MARU... Saturday, 8th February.
SYDNEY & MELBOURNE via Manila & Port.
KAGA MARU... Wednesday, 19th February.
TANGO MARU... Wednesday, 26th March.
BOMBAY via Singapore, Penang, & Colombo.
+ YAMAGATA MARU... Tuesday, 28th January.
+ BENGAL MARU... Friday, 31st January.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.
BOKUYO MARU... Monday, 27th January.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Port.
BINGO MARU... Wednesday, 5th February.
NEW YORK, BOSTON via Panama.
+ ATAGO MARU... Saturday, 1st February.
+ KUMA MARU... Thursday, 13th February.
LIVERPOOL via Port Said, Constantinople, Genoa.
+ DELAGOA MARU... Monday, 17th February.
CALCUTTA via Singapore, Penang & Rangoon.
+ CEYLON MARU... Wednesday, 29th January.
SHANGHAI, KOBE & YOKOHAMA.
+ LYONS MARU... Monday, 27th January.
+ SADO MARU... Thursday, 30th January.
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HAWAII MARU... Tuesday, 25th February.
BOMBAY—Via Singapore & Colombo.
+ HONOLULU MARU... Tuesday, 4th February.
+ (Proceeds to Karachi.)
SHINNON MARU... Wednesday, 19th February.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOBEASA—Via Singapore & Colombo.
CHICAGO MARU... Friday, 7th February.
CALCUTTA—Via Singapore, Penang & Rangoon.
KASADO MARU... Saturday, 1st February.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from
AFRICA MARU (From Shanghai) Sunday, 2nd February.
MELEBOURNE—Via Manila, Brisbane & Sydney.
HIMALAYA MARU... Friday, 7th February.
HAIPHONG—Via Hobe & Fakhad.
MENADO MARU... Thursday, 23rd January.
NEW YORK—Via Japan ports, San Francisco & Panama.
HAKUTSU MARU... Saturday, 8th February.
JAPAN PORTS.
+ MADRAS MARU... Friday, 24th January.
+ AMAZON MARU... Saturday, 25th January.
+ KESLUNG—Via Swatow & Amoy.
+ HOZAY MARU... Sunday, 26th January, Noon.
+ CANTON MARU... Sunday, 2nd February, Noon.
+ TAKAO—Via Swatow & Amoy.
+ KESLUNG MARU... Saturday, 25th January.
+ DELA MARU... Thursday, 30th January, 10 a.m.
+ BATAVIA MARU... Saturday, 8th February.
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SHIPPING SECTION.

PRIVATE SHIPPING IN THE STATES

FURTHER DEVELOPMENT UNDER NEW LEGISLATION

HOW IT HAS GROWN

Summing up the progress that has been made by the Shipping Board in assisting private United States shipping to regain its prestige on the seas by promoting the sale of Government services established since the end of the war, Professor Alfred H. Haag, director of the Shipping Board Bureau of Research, in an address delivered at the annual banquet of the Propeller Club in New York, said:

"In the decade ended 1914 the average carried in United States ships was slightly more than 10 cent. of the total value of our foreign trade, while in the decade ended June 30, 1929, it averaged more than 36 per cent.

"In view of the fact that the value of our total water-borne foreign trade in the decade just concluded has been more than double that of the decade ended with 1914, it is significant that the 26 per cent. gain in the percentage of our foreign trade carried in United States ships involved an advance from an annual average of \$300,000,000 during the decade 1905-1914 to an annual average of \$2,000,000,000 in the decade 1920-1929, an increase of more than 700 per cent. in the value of our commerce carried in United States ships.

"In 1914 there were five United States ships of about 23,000 tons engaged in the carrying trade between the United States and South America. To-day we have 90 ships of 550,000 tons in the same trade. We had one line from the Pacific Coast ports to Asia under the United States flag. To-day we have 140 ships of 1,000,000 tons in the trade with Asia. We had no services to the African Continent in 1914. To-day we have 19 ships of 108,000 tons.

Expansion Over Pre-War Period
"The trade increases of these areas show a considerable expansion over the pre-war period. The increase with South America over the 1910-1914 period amounts to 200 per cent.; with Asia during the same period 380 per cent.; and with Africa 325 per cent.

"In addition to the increase in the carriage of United States commerce in United States ships, it is obvious that the influx of United States flag service has contributed largely in the expansion of trade with those countries. "At present the ocean-going United States merchant fleet employed in established lines in foreign and non-contiguous trades consists of 671 vessels of over 3,865,000 gross tons. This shows a 500 per cent. increase in numbers and nearly 550 per cent. in tonnage since 1914. With few exceptions, these vessels are of 2,000 gross tons, and over 60 per cent. of the number and 65 per cent. of the gross tonnage are now under private ownership.

"The enormous tonnage under the jurisdiction of the United States Shipping Board at the peak of its activities has been reduced to the present total of less than 2,500,000 tons, or about 500 ships still remaining under control of the Board, of which 224 vessels of 1,300,000 tons are in active service.

"To what proportion the water-borne foreign commerce of the United States has grown can best be appreciated by stating that during the year 1928 5,100 vessels of 23,000,000 gross tons, flying the flags of 28 countries, transported 1,750,000 passengers and 100,000,000 tons of cargo valued at \$8,000,000,000, passing through 1,600 United States and foreign ports. The combined passenger and freight revenues approximately \$1,000,000,000.

An Economic Fallacy
"To permit the greater portion of our commerce to be carried in foreign flag ships because it can be carried cheaper has proven conclusively to be an economic fallacy. The United States people apparently realize this, and are determined that the carriage of the greater portion of their commerce must always be controlled by their own ships.

"The legislation of 1928 has brought forth actual contracts for 18 ships valued at approximately \$68,000,000. The immediate future means more ships, many more than already contracted for, of types and speeds the equal of the world's best, to strengthen present services and develop new ones as required.

"This will react, of course, to the benefit of shipping in all its branches, and will extend to all the arts and industries that produce and manufacture the component parts of ships, with the resulting benefit to our country as a whole."

Another speaker at the banquet was Professor H. L. Seward, of the Yale University School of Engineering. Professor Seward dwelt on the need for engineering training for young men entering the merchant marine service, especially in the operation of modern steam and internal-combustion propulsion plants. He has taken an active part in the recent experiments and installation of pulverised coal burning apparatus on the Shipping Board cargo ships Mercer and West Alsek.

National Organisation Urged
That sea consciousness is no longer peculiarly British was declared by Mr. Norman F. Titus, general manager of New York and New Jersey Business Associates, in his address at the banquet. "The United States," he said, "definitely has turned its face to the sea and resolved to have a great merchant marine."

"Now that U.S. turns again to the sea, she lacks in requisite numbers the trained personnel. It is imperative, therefore, that many of the youth of U.S. be drafted for service in our merchant marine, both afloat and ashore. Our great hope in this business of the sea lies in U.S. adaptability. Any course on which we embark definitely we pursue to the end. Herein lies the explanation of American accomplishments. Hence, the ultimate success of our merchant marine is assured, although this success will depend very largely on our solution of the problems of efficiency and organization."

"Concerning efficiency, it should be recognized that the operating differential of U.S. flag vessels as compared to those of other nations may be largely overcome by U.S. methods based on economy and scientific management. No one questions but that in efficiency U.S. industry leads the world. So conspicuous have American accomplishments become that other nations are imitating us."

"For instance, the recent remarkable developments in German industry have been due to the Americanization of their processes. Might it not be well for shipping executives to take a leaf, or rather several leaves, from the book of experience of their brother executives in industry? "The second great problem, that of organization, is disclosed by investigation of experience in shipping abroad, especially in Great Britain. In other nations, shipping is thoroughly organized on a national basis, and so far from being a matter of individual effort."

British Methods Cited
"In Great Britain, for example, there is thorough organization of welfare work among seamen; there is organized training of personnel; there exist federations to handle labour problems; organizations of owners in special trades and on special routes, or in certain locations; and above all, a most effective national organization of shipowners. It is literally true that organization of British shipping is developed far beyond any stage attained in this country."

"In these shipping issues of efficiency and organization is found a great opportunity for the Propeller Club. An examination of the situation discloses the necessity of focusing attention upon this problem of efficiency, and for laying the basis for organization by enrolling all marine-minded people in a national association. "No greater service could be rendered the U.S. merchant marine than for the Propeller Club vigorously to organize chapters throughout the country, so that every major port and the principal cities on the inland routes should each have an active branch of the Propeller Club. By this means the hundreds of thousands of marine-minded people in the United States could, by this membership, achieve a medium for the expression of their views on merchant marine policies."

"Furthermore, a large organization could maintain a competent permanent staff who would disseminate information on maritime affairs, and thus enable the membership to become thoroughly informed and through the organization make themselves effectively heard. The national organization is bound to be of incalculable value to the American merchant marine."

PASSENGER LISTS

ARRIVALS

Per s.s. Antenor from Shanghai, January 21:—
Col. Hayley Bell, C. A. Cresswell, R. F. Cave, A. J. Davidson, Gaertner, Helb, R. E. Haefely, H. Hobden, Mrs. J. G. Ildine, Kormatz, Lady Lampson and son, Mr. and Mrs. Lyons, Mrs. S. M. Mayes and two children, Mr. and Mrs. Needham, child and infant, E. M. Olivera, Pirie, O. S. Benbow-Rowe, R. J. White, R. L. Wyllie.

DEPARTURES

Per s.s. Tenyo Maru for San Francisco and Los Angeles on January 22:—

C. Holden, W. O. A. McNeice, Mr. and Mrs. L. H. Rawson, Mrs. Alex. Whyte, Miss F. Chikuma, R. W. Lee Jones, J. A. Pierson, F. Kindermann, Miss P. Johnston, W. S. Czerniewski, Dr. V. Bergere, R. Kormani, S. Mori, Mr. Lehmann, T. Moriyama, M. Matsumoto, S. Tokura, S. Fujimura, Matoomal Hasomal, Mr. and Mrs. M. Makino, J. L. Fleming, Mr. and Mrs. W. H. Frear, W. R. Mansfield, Mrs. A. Tromp de Haas, Miss P. C. Bolle, M.D., Mrs. F. C. Buxton, Miss Clark, Rev. John Lynam, Mr. and Mrs. M. E. Boomhower, Mr. and Mrs. A. G. Fusey, Mr. and Mrs. A. Cellz, C. M. Jaena, Mrs. E. C. Hollin, Gori Ram, N. C. Villanueva, C. Baja, Mr. and Mrs. J. Walker, Miss D. Walker, Mr. and Mrs. Frank Bryson, Roy C. Thompson, Mr. and Mrs. R. E. Hale.

Per s.s. Aki Maru for Australia on January 22:—

A. Carpi, K. Maejima, C. C. Corley, S. Inouye, H. W. Frey, Mr. and Mrs. M. Albarg, R. Robertson, J. A. Cresswell, Stanley Lewis, Miss Doris Gee.

Per s.s. Antenor for United Kingdom, January 22:—

Mrs. V. Alport, Mrs. Beer, Mr. and Mrs. Chalkley, Mrs. J. H. Crocker, Mrs. A. W. Dixon, Mrs. Farrant, Miss D. C. Foster, R. E. Greensmith, Capt. and Mrs. Gowing, Mr. and Mrs. Gabbott and infant, Mrs. A. Haywood and infant, O. L. Ilbert, Mrs. C. Miller, R. E. Phillips, H. H. Reed, R. F. Scott, Mrs. Thomson, J. H. Willmet, F. Barrington Deacon, Mrs. D. D. Forbes, Miss D. Forbes, Mr. and Mrs. F. W. Aston, Mrs. A. Ritchie and son, Mrs. A. Mills, Miss E. Mills, Miss Vallance, Miss I. Butler, Mr. and Mrs. E. Butler, H. A. Thomlinson, R. K. van der Woude, A. C. Savage, Mrs. T. G. Bennett and child.

WARSHIPS IN PORT

British warships in port this morning were:—
In Basin of R.N. Dockyard: "Tamar," "Marston," "Herald," "Petersfield," "Iroquois," "West Wall," "Berwick," "In Dock: "Moonhorn," "Seraph." In Taku Dock: "Kent," "No. 11 Buoy," "Thetis," "No. 13 Buoy," "Magnolia." The only foreign man of war in port was:—
Portuguese gunboat "Patric."

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Consignees of cargo ex s.s. "City of Hereford" are reminded to take delivery of their goods which will be subject to rent after January 28.

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	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
Leave	Leave	Leave	Leave	Leave	Arrive
EMPRESS OF RUSSIA	Feb. 12	Feb. 15	Feb. 18	Feb. 20	Mar. 1
EMPRESS OF ASIA	Mar. 5	Mar. 8	Mar. 11	Mar. 13	Mar. 22
EMPRESS OF CANADA	Mar. 19	Mar. 22	Mar. 25	Mar. 27	Apr. 2
EMPRESS OF RUSSIA	Apr. 9	Apr. 12	Apr. 15	Apr. 17	Apr. 26
EMPRESS OF ASIA	Apr. 30	May 3	May 6	May 8	May 17
EMPRESS OF CANADA	May 15	May 18	May 20	May 22	May 30
EMPRESS OF RUSSIA	June 4	June 7	June 10	June 12	June 21
EMPRESS OF ASIA	June 25	June 28	July 1	July 3	July 12
EMPRESS OF CANADA	July 10	July 13	July 15	July 17	July 25
EMPRESS OF RUSSIA	July 23	July 26	July 29	July 31	Aug. 9
EMPRESS OF JAPAN	Aug. 7	Aug. 10	Aug. 12	Aug. 14	Aug. 22
EMPRESS OF ASIA	Aug. 20	Aug. 23	Aug. 26	Aug. 28	Sept. 6
EMPRESS OF CANADA	Sept. 4	Sept. 7	Sept. 9	Sept. 11	Sept. 19
EMPRESS OF RUSSIA	Sept. 17	Sept. 20	Sept. 23	Sept. 25	Oct. 4
EMPRESS OF JAPAN	Oct. 2	Oct. 5	Oct. 7	Oct. 9	Oct. 17
EMPRESS OF ASIA	Oct. 15	Oct. 18	Oct. 21	Oct. 23	Nov. 1
EMPRESS OF CANADA	Oct. 30	Nov. 2	Nov. 4	Nov. 6	Nov. 14
EMPRESS OF RUSSIA	Nov. 12	Nov. 15	Nov. 18	Nov. 20	Nov. 29

Regular sailing hour Noon.

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)

Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg

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Leaves	Arrive	Leaves	Arrive
Hong Kong	Manila	Manila	Hong Kong
Feb. 3, 5 p.m.	Feb. 5	EMPRESS OF ASIA	Feb. 5
Mar. 9, 5 p.m.	Mar. 11	EMPRESS OF CANADA	Mar. 14

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MON. 27th JANUARY.

WED. 5th FEB. 21st

MON. 10th FEB. 26th

SUN. 16th

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SAT. 25th JANUARY.

MON. 3rd FEB. 19th

SAT. 8th FEB. 24th

THURS. 13th

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MANTUA	10,946	1st Feb.	Bombay, Marseilles & London.
KARNATA	9,128	15th Feb.	Marseilles, London, Hull, Rotterdam & Antwerp.
*KIDDERPORE	5,334	19th Feb.	Straits, Colombo & Bombay.
MACEDONIA	11,120	1st Mar.	Marseilles & London.
KASHMIR	8,985	8th Mar.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KALYAN	9,144	15th Mar.	Marseilles, London, Hull, Rotterdam & Antwerp.

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BRITISH INDIA-APCAR SAILINGS.

TALMA	10,000	8th Feb.	Singapore, Penang & Calcutta.
*SHIRALA	7,841	13th Feb.	Singapore, Penang & Calcutta.
TAKIWA	7,936	23rd Feb.	Singapore, Penang & Calcutta.
TILAWA	10,000	6th Feb.	Singapore, Penang & Calcutta.
TALAMBA	8,018	27th Feb.	Singapore, Penang & Calcutta.

* Calls Rangoon.

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EASTERN & AUSTRALIAN SAILINGS (South).

*NELLORE	9,853	31st Jan.	Manila, Sandakan, Thursday Island,
TANDA	9,956	28th Feb.	Townsville, Brisbane, Sydney &
ST. ALBANS	4,500	4th Apr.	Melbourne.

* Calls Port Holland.

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The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu, Kolambagan, Tawau, Timor, Darwin, or other ports on route as indicated on offers.

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SAILINGS TO SHANGHAI & JAPAN.

KASHMIR	8,985	28th Jan. 6 a.m.	Shanghai, Moji, Kobe & Yokohama.
TAKIWA	7,936	30th Jan.	Amoy, Shanghai, Moji, Kobe & Osaka.
MACEDONIA	11,120	31st Jan.	Shanghai, Moji, Kobe & Yokohama.
TANDA	9,956	4th Feb.	Moji, Kobe, Osaka & Yokohama.
TILAWA	10,000	6th Feb.	Amoy, Moji, Kobe & Osaka.
*ALIPORE	5,273	9th Feb.	Shanghai, Moji, Kobe & Osaka.
KALYAN	9,144	15th Feb.	Shanghai, Moji, Kobe & Yokohama.
TALAMBA	8,018	21st Feb.	Amoy, Moji, Kobe & Osaka.
RAWALPINDI	16,619	28th Feb.	Shanghai, Kobe & Yokohama.
TAKADA	6,949	7th Mar.	Amoy, Moji, Kobe & Osaka.
ST. ALBANS	4,500	11th Mar.	Moji, Kobe, Osaka & Yokohama.
MALWA	10,950	14th Mar.	Shanghai, Moji, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.

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EXPLOSION AND FIRE ON A JUNK

TERRIFIED OCCUPANTS LEAP
INTO THE SEA

CLOTHING ALIGHT

As the result of an explosion and a subsequent outbreak of fire on board a trading junk laden with gasoline and kerosene, three boat people are now at the Kwong Wah Hospital suffering from burns, but their condition is not considered serious.

The explosion occurred yesterday afternoon on board trading junk No. 1055-TH, which was tied up alongside the wharf of the Texas Oil Company's installation at Gindrinkers Bay. She had just been laden with oil and was preparing to sail to Canton when the explosion, the cause of which was not yet been ascertained, occurred.

Enveloped in Flames

The junk was enveloped in flames within a short space of time, and the outbreak was so spontaneous that the people on the boat found their clothing alight before they had fully realised what had happened. Their lives were saved by their prompt action in jumping into the sea, from which they were rescued by other craft in the vicinity.

The fire had practically burned to the water's edge before a fireboat arrived.

The injured persons are the master of the junk, Ho Fook-nam, his wife Ng Mui, and their son, Ho Kam-hung, aged 10 years.

GLOBE CRUISE

Empress of Australia Due Next Month

At present on a round-the-world cruise, the Canadian Pacific R.M.S. Empress of Australia is due to arrive at Hong Kong, with a large company of tourists, on the morning of February 14. Their stay here will extend up to the 17th.

A special programme for the entertainment of the tourists ashore had been arranged. After tiffin on the 14th, they will go for a trip round the island, stopping at Repulse Bay for tea. In the evening there will be a dance at the Peninsula Hotel.

Included in the programme for the 15th is a trip by train to Canton; whilst on the 16th the visitors will make a tour of the New Territories, but those who prefer it, will be taken up to the Peak.

The 17th (the last day) will be left open for the tourists to "explore" the city. The ship leaves at 10 p.m. for Kowloon.

MOVEMENTS OF STEAMER

The P. & O. s.s. Kashmir left Singapore for this port on January 22 at 9 a.m., and is due here on January 27 at about 6 a.m.

HONG KONG TIDE

The tide-table given below has been obtained by aid of the Tide-predicting Machine, which includes 40 components for the better prediction of tides, from the result of the analysis of the tidal observations, taken at the Kowloon tidal observatory under the direction of Dr. Dobson during the years 1897, 1898 and 1899.

The times and heights are given for Kowloon; but they may be used for the Victoria Naval Yard and Aberdeen, the differences being very small.

The times of high and low-water must not be considered to coincide with the times of slack-water and change of current, the two phenomena being quite distinct.

January 23 to 29, 1930.

DATE		HIGH WATER		LOWER WATER	
		Standard Times	Hr.	Standard Times	Hr.
January					
Thurs. 31		5 00	4.5	10 17	9
		5 10	4.4		
Fri. 30		5 31	4.1	10 38	8
		5 55	3.1	10 50	
Sat. 29		6 00	4.0	11 39	7
		6 38	5.5	11 34	
Sun. 28		7 10	4.0	12 31	6
		7 19	3.8	0 19	
Mon. 27		7 40	4.0	1 28	5
		7 47	3.9		
Tues. 26		8 10	3.8	2 30	4
		8 34	7.2	3 23	
Wed. 25		8 41	6.1	4 30	3
		9 4	7.4	5 33	4

FAREWELL TO GOVERNOR

Reception by the Two Communities

LOVE OF HONG KONG

H.E.'s Sterling Work for the Colony

CHINESE TRIBUTES

His Excellency Sir Cecil Clementi, K.C.M.G., Governor of Hong Kong, whose family has enjoyed such intimate connections with the Colony, and who himself has gained the very real esteem of the Chinese community, was present with Lady Clementi at a farewell reception given by the Europeans and Chinese communities in their honour, on the Hong Kong Cricket Club ground, yesterday afternoon.

There was a numerous and representative attendance of all sections of the two communities, among those present being the Hon. Sir Robert Ho Tung, H.E. the G.O.C., Major-General Sandilands, D.S.O., Commodore Hill, R.N., and the French Consul, M. Duval Villalon and Mme. Villalon.

The Governor, who sat on a red covered dais beside Sir Henry and Lady Pollock, Sir Shou-son and Lady Chow, referred with evident emotion to his removal from the Colony, which he dearly loved. The speeches were broadcast by means of amplifiers. On either side of the Governor's table was a blackwood screen, inscribed with the address of the Chinese community, and a magenta silk ceremonial umbrella, with the names in gold embroidered on it of those who had signed the addresses.

THE ADDRESSES

The address of the European community was read by Sir Henry Pollock, who afterwards handed His Excellency the blackwood portfolio in which the original was bound.

Sir Shou-son Chow read the address of the Chinese community, and handed His Excellency a copy of the same bound in Chinese satin. Lady Chow presenting Lady Clementi with a gift from the Chinese ladies of Hong Kong.

Lady Pollock read the address to Lady Clementi, afterwards handing her a copy bound in white and gold brocade. She also handed Lady Clementi the souvenir book presented by the Girl Guides.

FOREIGN ADDRESS

His Excellency Sir Cecil Clementi, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of Hong Kong and its Dependencies and Vice Admiral of the same.

Your Excellency—We, being members of the British and Foreign communities of the Colony of Hong Kong and its Dependencies, avail ourselves of the opportunity presented by Your Excellency's approaching departure from this Colony, to express in this manner the sentiments of esteem and respect which we entertain for your character and administrative abilities.

Your Excellency arrived here on November 2, 1925, having been appointed by His Majesty the King to assume the Governorship of this Colony.

Your arrival was not the advent of a stranger to us, but of one who had already spent many years in the service of the Colony; your early experience of Colonial administration having been wholly gained here. As you yourself then said:

"It is here that I was initiated into the work of Colonial Administration and it is here that I married. Every hill and valley, stream and inlet in this beautiful Colony were well known to me in the old days."

On Your Excellency's return you found the Colony labouring under exceptional difficulties: its finances were suffering from a state of depression never before equalled in the annals of our history; it appeared to be surrounded by foes on every side, desiring by very possible means to bring about the destruction of organised government.

Due to your untiring energy, broad outlook and diplomatic capacity in dealing with the situation, you slowly but surely piloted the Colony through the turbulent waters in which you found it into the calmer and more satisfactory position in which you now leave it.

Your efforts in the direction of combating the enmity created by, and fostered under, external influences were crowned with success when in March, 1923, friendly official visits were exchanged between Your Excellency and His Excellency Marshal Li Ch'ang-shun, thereby restoring the friendly relations which had formerly existed between this Colony and the neighbouring Provinces of China. From then onwards mutual confidence and goodwill developed and the trade and general prosperity of the Colony have continued to progress.

Synchronising with these events, Your Excellency received a complimentary visit from the First Battle Squadron of His Imperial Highness the Emperor of Japan, thereby giving a practical demonstration of the amicable relations subsisting and happily still existing between this Colony and the neighbouring Japanese Empire.

Conserving Resources. Owing to the depressed condition of the Colony's finances during the

greater part of your Governorship it has been impossible to enter upon large and expensive schemes of improvement. Your Excellency's energies being principally directed towards conserving the diminished resources of the Colony and gradually re-establishing its financial and trade prosperity; but nevertheless a number of progressive measures have been identified with your regime.

You have given particular attention to education and the fruits of your endeavours will long be appreciated.

The establishment of the Language School at the University of Hong Kong will be permanently associated with your name and the general support which you have given to the University will long be remembered. In particular the Colony will have reason to be grateful for your constant and studious championing of the claims of the University to a substantial allocation of a portion of the Boxer indemnity moneys.

Our water problems have received your special attention and after mature consideration you have given your staunch support to the Shingmun water project and you are largely responsible for the Aberdeen Reservoir.

Your departure will, we hope, coincide with the completion of the pipe line across the Harbour, thereby enabling a plentiful supply of water to be brought from the mainland to the Island, and thus providing a substantial amelioration of the conditions of life in the Colony.

Aviation has received your strong support and the Kai Tak Aerodrome has been completed during your administration.

The medical and sanitary services have been matters of great concern to you and your unremitting efforts to improve and reorganise them on a modern basis meet with general approval.

Public Works. During your administration you have adopted the policy of paying for large public works by means of local loans thus freeing current revenue for necessary improvements of smaller magnitude.

It is a matter for the greatest regret that you should be leaving us before you have been able to bring to fruition the many schemes you have either commenced or have in contemplation.

In connection with the constitution of this Colony, Your Excellency's name will be associated with the appointment of two additional unofficial members to the Legislative Council which met with general approval.

During your administration, you have exerted your personal influence towards fostering amicable relations between all sections of the community, and in this respect also you have been signally successful.

You are now about to leave us to assume, at the command of His Majesty the King, the Governorship of the Straits Settlements and the High Commissionership of the Federated Malay States in which respect you are following in the footsteps of your esteemed uncle, Sir Cecil Clementi Smith, who also rendered signal services in Colonial administration and spent many years of his Official life in this Colony.

Intended Request to King. It may not be out of place here to record that, prior to the news of Your Excellency's new appointment being received in this Colony, it had been decided to ask His Majesty the King to be so gracious as to reappoint you for a further period as Governor of this Colony.

In conclusion, we desire to express our heartfelt regret at your departure, and we look forward to your continuing and completing a long career of public usefulness and greater distinction in the service of His Majesty, which will always be followed by us with the

keenest interest. In expressing our good wishes we desire to include also Lady Clementi, who has interested herself in the Girl Guides and many other matters of public interest.

Beautiful Portfolio

The address to His Excellency was enclosed in a blackwood portfolio with silver hinges of Chinese design, and the Colony's crest also in silver. The very fine execution of the design of the crest in raised repoussé work is most interesting, and the design of the whole portfolio is in accordance with the best traditions of Chinese art, or indeed of the art of any nation, in the fitness and amount of the decoration. The case is lined and padded with white satin. The address, which was engrossed by hand on vellum by Messrs. Kelly and Walsh, is in itself a work of art. The writing is ornamental with no sacrifice of clearness.

The official signatures are on a page to themselves. At the head is that of the Chief Justice, Sir Henry Gollan, K.C.; next—in two groups—the names of the official and unofficial members of the Executive and Legislative Councils, and, at the foot, that of the Pulane Judge, Mr. Justice Wood. The pages of the address are bound in Chinese fashion with black silk.

Chinese Address

"He who is eminent in learning should apply himself to the service of the State." Thus has said a sage of old. Another has declared: "It is only from a ruler who cannot bear the sufferings of the people that benevolent government can flow."

For by the learned alone can the people be instructed; and only by the ruler who cannot bear to see sufferings, can the people be cared for. These are the qualities which go to make a virtuous official, and constitute the foundation of ordered government. But recent history records few men with such attributes—attributes with which Your Excellency is richly endowed.

In your youth, Sir, you were already renowned for your erudition. Steeped in Chinese literature, you published the result of your studies to the world.

An Early Prophecy

You began your official career in this Colony as a Cadet Officer. Sympathetic and friendly, sincere and open, you have always found pleasure in association with the Chinese. During the stirring days of the Boxer Trouble, the finger of accusation was pointed at China by many foreigners. But Your Excellency was heard to say that the Chinese people, being of a race rich in a culture and civilisation no whit inferior to those of the West, could become a strong nation, with the ease of a turn of the palm, if they would but set their heart to the task. It was prophesied by those who heard these sympathetic words: "Given the opportunity, this man will easily bring about cordial relationship with China."

You, Sir, were in office in Hong Kong for fourteen years. Becoming successively Assistant Secretary for Chinese Affairs, Land Officer in the New Territories, and Assistant Colonial Secretary, you filled each post with rare administrative ability and distinction.

You were subsequently promoted to be Colonial Secretary of British Guiana, and thence you were transferred to Ceylon in the same capacity.

Hong Kong and Canton

Twelve years thus elapsed. Just as, in the days of old, it was not possible to forgo the "red-and-horned calf" in sacrificial offerings to the Hills and the Streams, so it was not possible for Hong Kong to be without your guiding hand. In the summer of 1925 labour trouble broke out with the fierceness of a tempestuous sea. The Communists took advantage of the situation to create disturbance, as a raging fire is fanned, or an agitated sea is lashed, by the wind. The markets and marts were in a state of panic. Many forsook their occupations and migrated elsewhere. In those critical days the bond between Hong Kong and Canton, which are to each other as the lips are to the teeth, was sustained as by a fraying thread. The Government of Great Britain, realising that our neighbour must not be allowed to drift yet farther away from us, that Communism must not be suffered to extend its pernicious influence, and that the livelihood of the people must not be jeopardised, turned to Your Excellency, as the one man capable of restoring sound conditions. You were accordingly appointed to be Governor of Hong Kong.

Immediately upon your arrival in the Colony you made it your first aim and your paramount duty to promote amity with Canton; and you particularly bent your efforts to removing racial distinction. All sections of the community emulated this high example, with the result that their relationship, with each other improved as the days went by. You were liberal in your policy, and yet trenchant and villainous have found in the Colony no fertile soil wherein to germinate.

Polly Prohibited

Parrots May Not Enter Vienna.

Vienna, Yesterday.

Owing to the outbreak of Paitacosis abroad, the Government has prohibited the import of parrots—Reuter.

Over 200,000,000 new coins were struck by the Royal Mint in 1928. Only twice has this figure been exceeded.

(Continued on Page 5.)

"OLD ARIZONA"

First Showing of "In Old Arizona"

A BANDIT'S REVENGE

"In Old Arizona," the new picture which started its run at the Queen's Theatre yesterday, is a 100 per cent. talkie, with excellent old time musical accompaniment, and superb scenery.

It is the story of life in the great open spaces in the Arizona of the stage coach days. There is the eternal triangle in it, depicting the love of a Portuguese bandit and an Irish Sergeant (the best shot in the Army) for a Spanish senorita whose love for gold and fineries is stronger than that for any man.

When the Sergeant told her that there was a reward of \$5,000 on the head of her bandit lover he greed knew no limit and she planned his capture when he next visited her. The bandit arrived sooner than expected and, hearing music in the girl's house, he concealed himself outside and overheard the plot for his capture.

It was with great difficulty that he restrained himself from killing her with his own hands. He planned a worse revenge. The Sergeant who had stolen the girl from him must be her killer. That night he sent a note to the Sergeant telling him that he (the bandit) would escape at 10 p.m., dressed in the girl's clothing and asked the Sergeant to be on hand and to shoot "quick and straight" at eight. He signed the girl's name on the note.

The Sergeant was there at 10 p.m., the girl came out of the house and, mistaking her for the bandit, he shot her dead.

"HOLLYWOOD REVUE"

New Type of Screen Entertainment

AT QUEEN'S ON SUNDAY

"The Hollywood Revue," Metro-Goldwyn-Mayer's huge musical extravaganza, a talking, singing, dancing, all-star production M.G.M.'s first picture of this character and, by the way, the first film of this type to reach the screen, will have its first showing on Sunday at the Queen's Theatre.

"The Hollywood Revue" has been contracted along lines similar to Mr. Ziegfeld's "Follies." Mr. Carroll's "Vanities" and Mr. White's "Scandals." It has "Blackouts," ensemble spectacles, and even a master of ceremonies. M.G.M. has assembled all their famous stars for this production. They include the names of Marion Davies, John Gilbert, Norma Shearer, William Hains, Joan Crawford, Lionel Barrymore, Buster Keaton, Karl Dane, George K. Arthur, Marie Dressler, Conrad Nagel, Gus Edwards, Stan Laurel, Oliver Hardy and Gwen Lee, in addition to Charles King, Anita Page and Bessie Love, the three featured players in "The Broadway Melody."

Other artists, most of whom are entirely new to the screen, are the Brox Sisters, Natacha Natova, Cliff Edwards ("Ukelele Ike"), Jack Benny, the Rounders and an Albertina Rasch ballet.

One hundred and fifty chorus girls in the numerous ensemble numbers were selected by Director Charles Riesner and instructed in their dance routines by Sammy Lee.

"HIGH STEPPERS"

Three New Artists in Company

AT MAJESTIC THEATRE

The residents of the Colony should be pleased to hear that that talented company of Vaudeville Stars "The High Steppers" commences a short season of five nights at the Majestic Theatre, Kowloon, to-night.

This Company consist of three new members who have specially come from Australia since the merry party performed here during the early part of this month.

We are pleased to say that the eccentric comedian and juggler Bert Beal and his charming wife, Alice Bennis, the lady who will be remembered with the sweet voice and personality "not forgetting her graceful dancing with her educated feet," are still the leads of the Company.

POLLY PROHIBITED

Parrots May Not Enter Vienna

Vienna, Yesterday.

Owing to the outbreak of Paitacosis abroad, the Government has prohibited the import of parrots—Reuter.

Over 200,000,000 new coins were struck by the Royal Mint in 1928. Only twice has this figure been exceeded.

NEW ADVERTISEMENTS.

CHINESE CUSTOMS NOTIFICATION.

THE OFFICES and STATIONS of the CHINESE MARITIME CUSTOMS for Kowloon and District will be CLOSED to Public Business on the 30th and 31st January, and 1st February, 1930.

J. M. H. OSBORNE, Commissioner of Chinese Customs, Kowloon & District, York Building, Hong Kong, 22nd January, 1930.

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL

Social Functions
To-day—Tea Dances at Hong Kong Hotel and Peninsula Hotel, 4.30 p.m.

To-day—Dinner Dances at Hong Kong Hotel and Peninsula Hotel, 8.30 p.m.

To-day—Dinner Dance at Repulse Bay Hotel, 8.30 p.m.
January 25—Elit Hall (Hong Kong University), Concert and Dance, 8 p.m.

Entertainments
To-day—Queen's Theatre, "In Old Arizona."

To-day—Star Theatre, "A Single Man," 5 p.m. only; "Il Trovatore" (Italian Opera), 9.15 p.m.

To-day—World Theatre, "Sin Sister," 5.15 and 9.20 p.m.; "The Kiang Nam Girl" (Chinese picture), 2.30 and 7.15 p.m.

To-day—Majestic Theatre, "The City Gone Wild."

To-day—Helena May Institute Concert, 5.30 p.m.

Lammerts' Auctions
To-day—At Sales Room, Duddell Street, postage stamps, 5.15 p.m.

To-morrow—At Sales Room, Duddell Street, Household and Office furniture, 2.30 p.m.

Sport
January 25—Fanning Hunt and Race Club Hounds Meet, Hunters' Arms, 3.30 p.m.

Meetings
February 11—Forty-second General meeting of Shareholders of Hong Kong Land Investment & Agency Co., Ltd., at Messrs. Jardine's, 12.30 p.m.

Miscellaneous
To-day—Launching of the s.s. Tsinan, Talkoo Docks, 4.15 p.m.

To-morrow—Ellis Kadoorie School, Distribution of Prizes, 10.30 a.m.

To-morrow—Formal opening of Ying Wa College, Mongkok, 11 a.m.

To-morrow—Fairlie School Speech Day, 3 p.m.

To-morrow—Opening of the New Kowloon Branch of the Helena May Institute, 5 p.m.



The following programmes will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on 855 metres:—

5.25 p.m.—A Concert Relayed from the Helena May Institute:
I.—Trois Preludes C. Debussy.
(a) La Fille aux cheveux de lin.
(b) La Cathédrale.
(c) Minuet.

Madame Bonenfant.
II.—Operatic Arias (in English),
(a) Mimi's Aria (La Bohème).
(b) One Fine Day (Madame Butterfly) Puccini.

Mrs. A. M. Bowes-Smith.
III.—Three Fantasies for Piano-forte & Violin R. Schumann.
Madame Bonenfant and Major P. J. Macnair.

IV.—Songs,
(1) In Exile Teresa del Riego.
(2) Four Jolly Sailors, Edward German.

Mr. R. A. Green.
V.—"Jardine sous la plume," C. Debussy.

Madame Bonenfant.
7.9 p.m.—Recorded Music & Experimental Relay Transmission.

9 p.m.—Chinese Programme,
10.30 p.m.—Close Down.

FLOW TO THE WEST
28,272 Immigrants to U.S. From Britain

Washington, Yesterday.

The official statistics show that immigrants from Great Britain and Northern Ireland last year amounted to 28,272, compared with their aggregate quota of 35,721. Reuter's American Service.

An instance of melancholia, which could not be certified as insanity, being the cause of a woman's suicide was given at Camberwell inquest.

MARVELLOUS RECORDING ACHIEVEMENTS

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THREE STAR

V.V.E.S.O.P.

FLOW TO THE WEST
28,272 Immigrants to U.S. From Britain

Washington, Yesterday.
The official statistics show that immigrants from Great Britain and Northern Ireland last year amounted to 28,272, compared with their aggregate quota of 35,721. Reuter's American Service.

SOLE AGENTS, GANDE, PRICE & CO., LTD.
WINE & SPIRIT MERCHANTS.
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ON VIEW.

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YEE SANG FAT CO.

G. FALCONER & CO (HONG KONG) LTD.

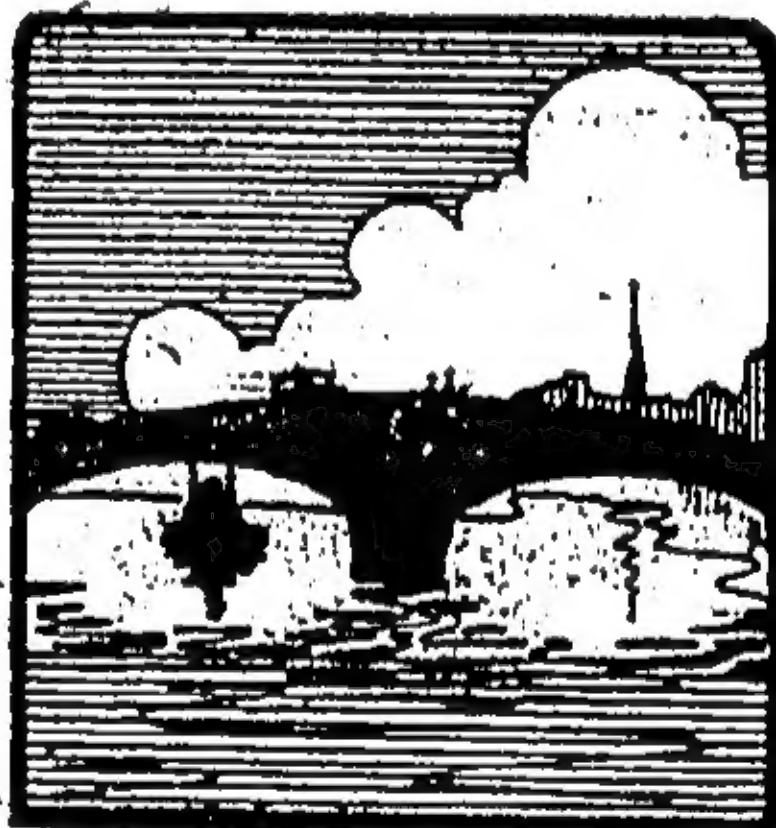
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KELVIN'S NAUTICAL INSTRUMENTS,
ENGLISH SILVERWARE, direct from Manufacturers.
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222, QUEEN'S ROAD CENTRAL, HONG KONG.

FAREWELL TO GOVERNOR

(Continued from Page 7.)

A Lasting Peace

When Canton made an effort to rid itself of Communism, Your Excellency strove hard for better relations between the two places.

With a frank and open heart the two Governments sent messengers to each other, and this resulted in a complete mutual understanding by the Winter of 1927. It was said of old: "Solemn in his robe of office, without exhibiting the slightest sign of emotion, he can bring to the people a peace as lasting as Mount Tai." May not these words be aptly applied to Your Excellency?

With the restoration of communications peace once more reigned. But the promotion of Chinese studies in the Colony was languishing, and it was felt that this defect was not conducive to the people's enlightenment. Therefore Your Excellency called together the people to discuss with them the problem; and as the result, you founded a Chinese School in the University of Hong Kong for promoting the higher study of Chinese literature. You also established a class for teaching Cadets Chinese to enable them to acquire a substantial knowledge of the language. In this way, the spirit of the students of Chinese has undergone a profound change; they now scorn the superficial and the casual.

Righteousness and Culture
No service to the State can be greater than the service of settling disorder; no virtue can be greater than the virtue of making men good citizens. During the four years of your administration Your Excellency has, by an undeviating policy, led the people along the path of righteousness and culture. To compare Your Excellency's work with the work of over-zealous officials who harass the people to no purpose, is to bring to light the vast difference between good and inefficient government. The laws of Heaven towards man are immutable; those who can gain the heart of the people can gain the favours of Heaven.

Echo Of The Drought
In the Spring of the year 1929 a severe drought afflicted the Colony, nearly drying up the reservoirs. The people obtained their water in the streets, and in the streets they sat in wait for the precious fluid till dawn. Your Excellency lost no time in appropriating public funds for relief work. You caused water tanks to be built in various places, and water to be brought from Chinese territory to Hong Kong to supply the needs of the residents; you also obtained from His Majesty's Government authority to expend a large sum of money on the Shing Mun Scheme so that the people would be ensured a permanent supply of water. In the critical days of the drought your anxiety was grievous, and your sorrow deep. Repose was not yours even in the moments of rest and sleep. Standing one day beside the Tatum Reservoir you were heard to remark:

"The people cannot subsist without water or fire; but alas, the danger is upon them now! How can this be endured?"
But the intensest feeling of sincerity can reach Heaven. Thus it was that the great scholar-statesman Han Chang-ai was able to scatter the clouds at Mount Heng; thus it was, also, that Prince Tan of Yen wrought the miracle of turning back the mid-day Sun. In Autumn, in the seventh Moon of the year, torrential rains fell in the Colony; and the sufferings of the people came to an end. It was only then that happiness was again seen on Your Excellency's countenance. You must have felt as if you had literally laid down an ungrateful burden. Of a verity, "the benevolent ruler is ahead of the world in its sorrows, and behind it in its joys."

Promotion To The Straits
In the Winter of the same year His Majesty's Government decreed your promotion to the Governorship of the Straits Settlements. When your friends and colleagues proffered Your Excellency their congratulations, you sorrowfully said that higher preferment and a larger stipend would not compensate for the parting from your friends here.

We, the Chinese residents of the Colony, feel as if we are about to lose our mainstay. We, one and all, supporting the old and leading the young, have clung to the shafts of your carriage, and have lain across your path. But your going could not be stayed. Even so Shih Lu-chi was transferred to the government of Hanchow, and Li Cheng-yen eventually left the South of Kweichow. From the days of old, virtuous officials have had to go from place to place to give the people the boon of their beneficent administration.

For eighteen years Your Excellency has been to the people; and has completed many constructive schemes. The Sun and the Moon, and their light on the remotest islands, have been shining on the people's lives, and the people's lives have been shining on the people's lives.

Kind and urbane is the Ruler, Profound in learning and vigorous in memory; From Europe he came to Asia, And to defend the Chinese was his principle.

When the labour troubles surged up He well knew whence they arose; By amity with the neighbouring province There was established a settled state of trade and commerce.

His encouragement of the places of learning Has greatly stimulated the pursuit of letters; That the decay of literature has been stayed Whose but his is the credit?

When the spectre of drought menaced, From morn to night he toiled, Until his abounding virtue was rewarded by Heaven, And the floods descended from on high.

For four years has he governed, His virtue is felt far and near; Now he has received the Royal behest To assume office in Malaya.

The multitudes block the way But His Excellency may not remain; How are we to bid our dutiful farewell? The hundred blessings be our wish!

From The Chinese Community of Hong Kong:
This Auspicious Day of January, 1930.
(Translated by the Hon. Dr. R. H. Kotewall, C.M.G., LL.D.)

Address to Lady Clementi
Lady Pollock then read the following address to Lady Clementi:—On the occasion of your departure we, your co-workers on various organisations in Hong Kong, tender our most sincere and cordial wishes for your happiness in the Colony to which you are proceeding.

We can well imagine that new interests will arise in Malaya, but we are confident that Hong Kong must always hold a high place in your affection.

On your arrival in 1925 it was not as a stranger that you were welcomed by this community, for you had been a member of it both before and after your marriage. You were returning to the scenes of your early married life. We remember the pleasure you expressed at renewing acquaintance with this beautiful island, of which you had preserved so vivid and happy a recollection.

Since your return here your interests have extended to every form of social activity. Nothing has been unimportant to arouse your ready sympathy and secure your untiring support.

The Naval and Military Canteen formed on the arrival of the Shanghai Defence Force in 1927, and the arrangements made for the comfort and entertainment of the Services, furnish only one example of your sympathetic co-operation in all good causes.

The Helena May Institute has been the subject of your special care and interest, and its activities have been extended under your guidance.

The Girl Guides of Hong Kong have received the full measure of your support, and were glad to welcome two of your daughters to their ranks.

In wishing you good-bye we assure you that in the responsibilities of your new sphere you will carry with you our heartfelt good wishes.

We desire for you, His Excellency, and your children many years of united happiness and prosperity.

The Signatures
The address which was presented to Lady Clementi is contained in a portfolio of white and gold brocade in a design of fleur de lis, lined with malis-coloured satin. The front page is illuminated in colours with a decorative border, surrounding Lady Clementi's initials "P.C." in plain Roman script with decorative frames. Similar coloured decorative borders frame each of the vellum pages. The two central pages bear the address, and are signed in the same manner as that to His Excellency, and other sheets contain signatures of the committee members of various bodies in which Lady Clementi has taken a particular interest, the Helena May Institute, the Girl Guides, and the "Cheer O' Canton" M.C.A.

This address and the portfolio have been also made by Messrs. Kelly and Walsh.

Gift From The Guides
The Girl Guides made a special presentation to Lady Clementi, whose honorary title of Chief Guide in the Colony was conferred on her by the organization.

(Continued on Page 11)

BREWER'S CASE

(Continued from Page 1.)

ACCOUNTANTS' VIEW

Relative value of uncalled capital and loan accounts was discussed yesterday afternoon, when Mr. Ernest Albert Henry Udy occupied the witness box.

Mr. Udy is a member of the Federated Institute of Accountants of Australia, and of the Secretaries' Association of England. He was lecturer with the Technical Education Department of Western Australia, and of New South Wales, for about five years, and had been a Justice of the Peace for New South Wales for five years. He has just commenced practice in Hong Kong.

In the course of his evidence-in-chief, in reply to Mr. Brewer, this witness said that he considered shareholders' promises to pay (as indicated in this case) were definitely better as an asset than uncalled capital.

The sums received in respect of those transactions (upon which the statutory report complained of is based), witness added, should have been included in the total of cash received by the company in respect of shares.

Assuming the calculations to be correct, had he been engaged in preparing the statutory report, he would have done it in substantially the same way as Mr. Brewer had done.

UNCALLED CAPITAL

Asked in cross-examination by Mr. Fitzroy why he considered the personal loans better than uncalled capital, Mr. Udy repeated his expression of opinion that he had better security and added that if, as manager, he wanted money immediately, he could get it on the promises to pay. He had lost the right of forfeiture on the shares, he admitted, but the shares would have been fully paid-up and the company still had a lien on the shares. Everything turned, of course, on the standing of the person who gave the promise to pay.

A question asked by his Lordship was: With your information derived from the books, do you say you might have drawn up that report in the same way? Or can you suggest how you would have drawn it up?

Mr. Udy's reply was: I might have added a rider such as "Included in the sum of \$376,750 (which was stated as total cash received on shares issued for cash) or a portion of that amount was paid over by loans made to shareholders for which personal security has been given."

At the close Mr. Brewer offered to put Mr. Brewer in the box if Mr. Fitzroy desired, but both his Lordship and Mr. Fitzroy declined the offer.

PROHIBITION

Control to Pass From The Treasury

New York, Yesterday.
Giving evidence before a congressional committee, Mr. A. W. Mellon, Secretary to the Treasury, recommended the transfer of the whole machinery of Prohibition from the Treasury to the Department of Justice.—Reuter's American Service.

EXCHANGES

TO-DAY'S QUOTATIONS

On London—
Bank, wire 1/6 3/4
Bank, on demand 1/6 13/16
Bank, 30 days' sight 1/6 13/16
Bank, 4 months' sight 1/7
Credits, 4 months' sight 1/7 3/4
Documentary 4 months' sight 1/7 3/4
On Paris—
On demand 97 1/2
Credits, 4 months' sight 104 1/2
On Berlin—
On demand 88 1/2
Credits, 60 days' sight 89 1/2
On Bombay—
Wire 104 1/2
On Calcutta—
Wire 104 1/2
On demand 104 1/2
On Singapore—
On demand 87 1/2
On Manila—
On demand 76 1/2
On Shanghai—
On demand 79 1/2
60 days' sight (private paper) 77
On Yokohama—
On demand 77
Gold Leaf, 100 fine (per tael) 13.85
Silver (per oz) 20.18/16
Bar Silver in Hong Kong 20.18/16
Copper Cash Nominal
Copper Coins 8 1/2 prem.
Rate of Native Interest 7 1/2 p.c.
Chinese Sub. Coin 21 1/2 p.c. dia.
Hong Kong Sub. Coin 1 1/2 p.c. prem.

HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 23rd January, 1930.

STOCK	Day's Price	Sell	Buy	Yearly Price	DIVIDEND	WHEN PAID
Banks.						
Hong Kong Bank	1310	...	...	Dec.	(Interim 2 1/2% for 1929 ex. 1/11/29—8/11/29)	Aug. 6, 29
Chartered Bank	...	...	...	Dec.	(Interim 2 1/2% for 1929 ex. 1/11/29—8/11/29)	Sept. 19, 29
Mercantile Bk., A.B.	...	...	...	Dec.	(Interim 2 1/2% for 1929 ex. 1/11/29—8/11/29)	Oct. —, 29
Bank of Asia	96	...	...	Dec.	(Interim 2 1/2% for 1929 ex. 1/11/29—8/11/29)	Feb. 16, 29
Insurance.						
Canton Ins.	715	...	...	Dec.	(Final 2 1/2% for 1929 ex. 1/11/29—8/11/29)	May 23, 29
Union Ins.	870	...	...	Dec.	(Final 2 1/2% for 1929 ex. 1/11/29—8/11/29)	May 24, 29
China Underwriters	...	...	...	Dec.	(Final 2 1/2% for 1929 ex. 1/11/29—8/11/29)	...
China Fire Ins.	840	...	...	Dec.	(Final 2 1/2% for 1929 ex. 1/11/29—8/11/29)	May 24, 29
H. K. Fire Ins.	836	...	...	Dec.	(Final 2 1/2% for 1929 ex. 1/11/29—8/11/29)	Mar. 26, 29
Shipping.						
Douglases	...	...	...	Dec.	Last dividend for 1929	...
H. K. Steamboats	...	...	...	Dec.	(Final 2 1/2% for 1929 ex. 1/11/29—8/11/29)	Feb. 10, 29
Indo-China (Pref.)	...	...	...	Dec.	(Final 2 1/2% for 1929 ex. 1/11/29—8/11/29)	June 19, 29
Shell Transports	...	...	...	Dec.	(Final 2 1/2% for 1929 ex. 1/11/29—8/11/29)	Jan. 6, 29
Union Waterboats	...	...	...	Dec.	(Final 2 1/2% for 1929 ex. 1/11/29—8/11/29)	Jan. 31, 29
Mining.						
Benguet	470	...	...	Dec.	(Interim 2 1/2% for 1929 ex. 1/11/29—8/11/29)	Dec. —, 29
Kailan Mining Ad. s/f	...	...	...	June	(Final 2 1/2% for 1929 ex. 1/11/29—8/11/29)	Dec. 17, 29
Langkat (Comb.) Th.	...	...	...	Oct.	Last div. for year 31-10-27	...
S'hai Exploration Th.	...	...	...	Dec.	None	...
Loans	...	...	...	Dec.	Last dividend for 1929	...
Raub	...	...	...	Mar.	Interim 1 1/2% for year 31-3-29	Dec. 12, 29
Tromps Mines	...	...	...	Dec.	(Final 2 1/2% for 1929 ex. 1/11/29—8/11/29)	Sept. 30, 29
Docks, Wharves, Godowns, &c.						
H. K. & W. Docks	144	...	...	Dec.	(Final 2 1/2% for 1929 ex. 1/11/29—8/11/29)	Mar. 7, 29
H. K. & W. Docks	...	...	...	Dec.	Last dividend for 1929	...
China Provident	54	...	...	Dec.	Last dividend for 1929	...
Hongkong	...	...	...	Dec.	Interim 2 1/2% for 1929	Sept. 12, 29
N. Engineering Th.	...	...	...	Dec.	T. 0.40 ordinary for 1929	Mar. 25, 29
Shanghai Docks Th.	110	...	...	Apr.	(T. 2.50 for yr. ending 30-4-29)	July 27, 29
Cotton Mills.						
Ewo Cottons Th.	15.45	15.70	...	Dec.	Interim T. 0.40 a/c 1929	Aug. 23, 29
S'hai Cotton (old) Th.	33	...	...	Apr.	(T. 2.50 old) for half year	...
S'hai Cotton (new) Th.	...	...	...	Oct.	(T. 1.85 new) 31-10-29	Nov. 26, 29
Zoong Sing Th.	...	...	...	June	T. 0.40 for year 30-6-29	Oct. 21, 29
Lands, Hotels & Buildings.						
H. K. & S. Hotels	12 1/2	...	...	Dec.	Last dividend for 1929	...
M. K. Lands	85	...	...	Dec.	Interim 2 1/2% for 1929	Aug. 9, 29
Shanghai Lands	175	...	...	Dec.	Interim T. 3 a/c 1929	July 31, 29
Humphreys	14	...	...	Dec.	(50 cents and bonus 20 cents) making \$1 for 1929	Feb. 6, 29
H. K. Realities	...	...	...	Dec.	Interim 20 cents a/c 1929	Aug. 22, 29
Chinese Estates	...	...	...	Feb.	\$1 for year 29-2-29	June 5, 29
Public Utilities.						
H. K. Tramways	...	...	...	Dec.	Interim 50 cents a/c 1929	Aug. 27, 29
Peak Tram (old)	...	...	...	Apr.	(\$1 on old) for year	June 7, 29
Peak Tram (new)	...	...	...	Dec.	(Interim 50 cents a/c 1929)	...
Star Ferry	70	...	...	Dec.	(Final 2 1/2% for 1929 ex. 1/11/29—8/11/29)	Feb. 16, 29
China Light	...	...	...	Dec.	(Final 2 1/2% for 1929 ex. 1/11/29—8/11/29)	...
H. K. Electric	70 1/2	...	...	Dec.	(Final 2 1/2% for 1929 ex. 1/11/29—8/11/29)	Dec. 23, 29
Maico	23	...	...	Dec.	(Final 2 1/2% for 1929 ex. 1/11/29—8/11/29)	Mar. 22, 29
Sandakan Light	...	...	...	Dec.	None	...
H. K. Telephones	9.65	...	...	Dec.	Interim 10 cents a/c 1929	Sept. 18, 29
China Buses	15 1/2	...	...	Dec.	T. 0.60 for 1929	Feb. 21, 29
S'hai Tramways (Ord.)	...	...	...	Dec.	1% on preference	Feb. 6, 29
Industrials.						
China Sugars	...	...	...	Dec.	In Liquidation	...
Malayan Sugars	...	...	...	Dec.	Pa. 3 for 1929	April 11, 29
Cold Macg. Ord. Th.	...	...	...	Dec.	Incorporated in May 1929	...
Canton Ice	...	...	...	Dec.	None	...
Cement (comb.)	14.65	14.65	...	Dec.	Last dividend for 1929	...
H. K. Ropes	...	...	...	Dec.	Last dividend for 1929	...
United Asbestos	5	...	...	Dec.	...	...
Stores, &c.						
Dairy Farms	...	...	...	Dec.	\$1.25 for 1929	Mar. 4, 29
Watsons	11.20	...	...	Oct.	20 cents for year 31-10-28	Mar. 28, 29
Der A Wings	80 c.	...	...	Dec.	Last dividend for year 29-2-28	...
Lanc Crawfords	2.10	...	...	Dec.	\$2 for year 28-2-28	April 11, 29
Macintosh	18	...	...	Dec.	...	...
Sincere	...	...	...	Dec.	25 cents for year 29-2-28	June 10, 29
Wm. Powells	...	...	...	Dec.	...	...
Miscellaneous.						
H. K. Amusement Pref.	38	...	...	Mar.	(Final 2 1/2% for 1929 ex. 1/11/29—8/11/29)	July 25, 29
H. K. Amusement	...	...	...	Dec.	None	...
H. K. Constructions	...	...	...	Dec.	None	...
H. Ind. C. Bonds	...	...	...	Dec.	None	...
H. K. Govt. Loans	9 1/2	...	...	Dec.	Interest half yearly	...

LONDON EXCHANGES

London, Yesterday.	
Paris	123.91
New York	4.86 9/32
Brussels	34.94
Geneva	25.18
Amsterdam	12.105
Milan	92.97
Berlin	20.875
Stockholm	13.125
Copenhagen	13.195
Oslo	18.215
Vienna	64.61
Prague	164 1/2
Helsingfors	199 1/2
Madrid	37.345
Lisbon	168.25
Athens	875
Bucharest	818
Rio	5 7/16
Buenos Aires	45 1/16
Bombay	1/6 15/16
Shanghai	2/0 1/2
Hong Kong	1/7
Yokohama	2/0 7/32
Silver Spot	20 18 1/2
Silver Forward	20 9 1/8
—British Wireless Service—	

3, Pratt Buildings; a Chinese servant of the house attended the Kowloon Magistracy this morning in answer to a summons for allowing Mr. Komor's dog to be abroad without a muzzle. The servant admitted the offence and Mr. Whyte-Smith imposed a fine of \$5.

—

In fining the shop-keeper of 20, Pak Tai Street, \$10, on a summons for not covering fire-crackers, Mr. Whyte-Smith said that they had to take these precautions in the interests of the public, as it was very dangerous to leave crackers in the open, especially inside a shop.

—

The Chinese occupier of 192, Castle Peak Road, was fined \$10 by Mr. Whyte-Smith at Kowloon Magistracy this morning, on admitting that he allowed his dog out without a muzzle or lead, and with failing to have a licence for it.

Sport Columns

HOME FOOTBALL

Replay in Scottish Cup

DRAW FOR SECOND ROUND

Glasgow, Yesterday.

Two of Saturday's drawn games in the first round of the Scottish Cup were replayed to-day with the following results:—

St. Johnstone 3; Bo'ness 1.
Aberdeen 7; Raith Rovers 0.

Second Round

The draw for the second round to be played on February 1, resulted:—
Dundee United v. Partick Thistle.
Motherwell v. Clyde.
Airdrieonians v. Murrayfield.
Aberdeen v. St. Johnstone.
Falkirk v. Queen of the South.

LOCAL LEAGUE

Police Return Match Ends In Defeat

The return First Division League match between the Police and the K.O.S.B. was played yesterday at the Stadium, and resulted in a defeat of the Police by four goals to nil.

The Police fielded nine men only; Valentine and Wynne being absent. Although thus handicapped, they put up a sound defensive. Later two spectators were "commandeered."

Division I.

	P.	W.	D.	L.	P.	A.	Pts.
K.O.S.B.	17	10	5	2	38	15	25
Athletic	13	9	2	2	29	9	20
Royal Navy	14	8	4	2	31	19	20
Somersets	12	8	1	3	24	9	17
South China	11	6	1	4	20	10	13
Kowloon	12	5	3	4	23	15	13
R.A.	12	5	1	7	18	11	11
H.K.F.C.	12	3	7	12	24	7	7
St. Joseph's	13	3	0	10	12	4	6
Recreio	12	2	1	9	12	35	5
Police	13	2	1	10	13	36	5

GAMES COMMISSION

Distinguished U.S. Soldier Appointed

New York, Yesterday.

Brigadier General John Phelan, a distinguished soldier at present commanding a brigade of the National Guard, has been appointed a member of the New York State Athletic Commission, in succession to Mr. George F. Brower. Other Commissioners are James J. Farley (chairman), and William Muldoon, the Octogenarian sportsman. The Commissioners are not paid.—Reuter's American Service.

CRICKET

University XI Against the R.E. & S.

The following will represent the University XI in a friendly match against the R. E. & S. on Saturday at 2 p.m., at Sookumpo:—
F. Hipitoala (Captain), A. A. Aziz, A. Chan, Fook, C. Candah, K. P. Gan, H. E. M. Adams, A. T. Nomanbhoy, A. A. Gutierrez, Gosano, and A. S. A. Kyum.

GOLF

Results of Contests for Ladies

A medal competition was held over the new course at Fanning during the Christmas and New Year holidays for a prize presented by Mr. Whyte Smith. Mrs. Garnett returned the best card with a score of 92-17-75.

A Shanghai foursomes medal competition on Tuesday was won by Mrs. Wild and Mrs. Worley, 99-24-75. The prizes were given by Mrs. Sherry and Mrs. Sheldon.

ROWING

Interesting Programme for Saturday

The second meeting of the Rowing section of the Royal Hong Kong Yacht Club is to be held on Saturday, when there will be International races for Fours and Pairs.

This year, the Portuguese (Lusitano Club) have entered a team for the first time.

The programme is as follows:—
International Challenge Cup
For four oars. Cup to be presented to the winning team and to be held by them for one year, but to remain the property of the Club. Distance, one mile.

BRITISH—BOAT NO. 1.
Row. A. H. Chambers.
2. L. G. Lander.
3. G. T. Padgett.
Cox. J. M. Purvis.

GERMAN—BOAT NO. 2.
Row. G. Rockholtz.
2. H. Gieski.
3. R. Schmidt.
Cox. E. W. Schramm.

PORTUGUESE—BOAT NO. 4.
Row. J. A. de V. Soares.
2. Luiz A. de V. Soares.
3. S. A. Marcal.
Cox. L. Rosa Pereira.

Pairs Cup
Distance, three-quarters of a mile. Crews to be composed of representatives taking part in the previous race.

BRITISH.
Row. J. M. Purvis.
St. L. G. Lander.
Cox. F. P. Lenfesty.

GERMAN.
Row. W. Sporleder.
St. H. Gieski.
Cox. E. W. Schramm.

Scratch Race
For four oars. Teams to be chosen by lot. Distance: Half mile.

Hong and Services Races
For March 1 a Hong and Services Regatta has been arranged. There will be three races for cups presented by the Officers of the 4th Submarine Flotilla, Mr. E. B. C. Hornell, and the late Mr. Percy Smyth.

The "Fourth Submarine Flotilla Cup," presented by the Officers of the 4th Submarine Flotilla, is to be held by the winning crew for one year, but remains the property of the Club. Distance: One mile. Crew to consist of Hong and Service units.

Hong Four Challenge Cup
Presented by Mr. E. B. C. Hornell. Crew to consist of men from any one Hong. Distance: One mile.

Percy Smyth Challenge Cup
Club Pair Oars Championship. For Pair Oars. Cup presented by the late Mr. Percy Smyth. Distance: Three-quarters of a mile.

HOCKEY

Hong Kong H.C. Draw With Punjabis

A very fast hockey game was seen on the U.S.R.C. ground at King's Park yesterday afternoon, when the Hong Kong Hockey Club 1st XI met and drew with the 3/15th Punjab Regiment, the score being 2-2.

The following will represent the Hong Kong Hockey Club "A" versus the Y.M.C.A. at King's Park tomorrow at 5 p.m.—(Club colours:—
C. E. Moore, L. A. R. Duncan, E. W. Sapsed, A. A. R. Botelho, E. G. S. Dale, N. W. Lasconder, S. J. H. Fox, R. H. D. Wade, H. V. Parker, N. Owen-Davies, and H. Batger.

The thanks of the British Government were expressed by Mr. Henderson and Sir Austen Chamberlain in the House of Commons to the Norwegian Government for taking charge of British interests in Soviet Russia for two and a half years.

A somewhat cryptic statement was made by Mr. Snowden in the Commons as to his intentions with regard to the Safeguarding Duties. Duties imposed for a term of years, and due to lapse in 1930, will certainly not be reimposed.

INDIAN SCHOOL

(Continued from Page 1.)

General

Ten years ago at a prize giving held in this school Mr. Ralph referred to the late Sir Ellis Kadoorie as the fairy godfather of the school at the waving of whose magic wand this fine building took shape. Sir Ellis Kadoorie has been dead now for nearly eight years, but the work of the fairy godfather still goes on in the form of an endowment fund whereby 37 boys obtained free schooling during the year. In addition Mr. Arculli held himself responsible for the fees of three boys. Besides these there are five Government Scholars. On behalf of all these boys I wish to express thanks and to assure you that they appreciate to the full what is being done for them.

During the year we have had visits at various times of different members of the Education Board and other gentlemen interested in the work of the school.

Our thanks are due to the Hong Kong Amusements, Ltd., for the facilities granted to the boys on different occasions to witness certain performances; to the Hon. Director of Public Works for permission to make free use of the North Point Bathing Beach during the summer months; to the Hon. Inspector General of Police for providing the services of the Drill Instructor; to Mr. Woo Hay-tong for a scholarship tenable at Queen's College for three years; to the members of the Indian community for their generous support to our Sports Fund and to Messrs. Brewer & Co. for a donation to our Prize Fund.

In conclusion I take this opportunity of thanking most sincerely all the members of the staff for their loyal co-operation and support during the year which enabled the work of the school to be carried on so harmoniously. (Applause).

Mr. Arculli's Tribute

Addressing the students, Mr. Arculli said:—
The annual reports of the school's progress in recent years have been very gratifying to its supporters and well-wishers and the latest report just read by the "headmaster" is no exception. It shows that the high standard of work set by the late Mr. Bibeck, carried on by Mr. Spharland and kept up by Mr. Ralston, is being ably continued by Mr. Hamilton. This school fulfils an important function. It prepares Indian boys for the higher schools and the University. It lays the foundation upon which a good English education is built, and just as it is important in laying the foundation of a house to know what sort of building is contemplated, so it is necessary for you boys to know the essentials of the English education you seek.

The Five Essentials

To give you an idea of these essentials, I cannot do better than repeat what an eminent scholar once said were the five signs of a good English education. The first is the correct and proper use of the English language; that is to say, the proper choice of words and the correct observance of grammar, accent and pronunciation. The second are cultured and refined manners. These are the outcome of the discipline, self-respect and respect for others which you acquire in school. The third is the power and habit of reflection, that is to say, the ability and habit of thinking out things for yourselves, to analyse in your own minds the cause and effects of matters in general and to reason out the why and wherefore of your successes and failures.

Mind Development

The fourth is the power to develop your brains and minds so that they may not rust or stagnate, but may grow stronger and stronger day by day. The fifth is the ability to do things; that is to say, out of your knowledge and with the use of your brains and hands to accomplish your various tasks. I have been struck by the keenness of the boys in this school to acquire knowledge

"REDS" ROUNDED UP IN POLAND

ATTACK OF 700 AGITATORS REPELLED BY POLICE

COMMUNIST AGENTS

Warsaw, Yesterday.

Taking advantage of the prevalence of unemployment, a huge crowd of Ukrainian Communists attacked the police station of Soltyska, near Lwaw, and fired a number of shots. The police retaliated, two Communists being killed and several wounded; fourteen were arrested. Several police were wounded.

The police repelled the attack of 700 men, led by agitators, on the town hall of Grudzladz, in Polish Pomorania. Similar incidents occurred at Sosnowiec and Zdzunskawela, near Lodz. A number of ring leaders were arrested and found to be so-called "professional agents" of the Communist Party.—Reuter.

and from visits I paid to various schools in India, I was also impressed with the thirst for learning of the boys there. I have seen schools in Indian villages far from cities, where the lessons are taught in small school-houses very unlike this palatial building, and to attend which boys have to walk many miles. Yet, with all these disadvantages, the boys love going to school. Tagore says, "Every child is a message that God has not despaired of man." One may safely say also that "Every child is a message that God has not despaired of schools."

PRIZE LIST

Class IV.

- 1 Usaf Shamsuddin—1st Prize and Government Scholarship for 3 years.
- 2 Mahomed Wahab—2nd Prize and Government Scholarship for 3 years.
- 3 Ibrahim Hassan—Woo Hay-tong Scholarship for 3 years.
- 4 Ibrahim Ali—Ellis Kadoorie Scholarship for 1 year.
- Usaf Shamsuddin—Ellis Kadoorie Prize for Composition.
- Mahomed Wahab—Ellis Kadoorie Prize for Geography.
- Balwant Singh—Urdu Prize.

Class V.

- 1 Bashir Ahmed—1st Prize and Government Scholarship for 1 year.
- 2 Nazir Ahmed—2nd Prize.
- Bashir Ahmed—Ellis Kadoorie Prize for Composition.
- Nazir Ahmed—Ellis Kadoorie Prize for Geography.
- Gurdial Singh—Urdu Prize.
- Nazir Ahmed—Urdu Prize.

Class VI.

- 1 F. A. Curreen—1st Prize and Government Scholarship for 1 year.
- Narajan Singh—2nd Prize.
- Abe Hassan—Ellis Kadoorie Prize for Composition.
- F. A. Curreen—Ellis Kadoorie Prize for Geography.
- M. Hassan—Ellis Kadoorie Prize for Geography.
- Jagjit Singh—Urdu Prize.

Class VII.

- 1 Shek Hassan—1st Prize and Government Scholarship for 1 year.
- Narajan Singh—2nd Prize.
- Narajan Singh—Ellis Kadoorie Prize for Composition.
- Shek Hassan—Ellis Kadoorie Prize for Geography.
- Latif Mahomed—Urdu Prize.

Class VIII. "A"

- 1 Lal Shah—1st Prize and Government Scholarship for 1 year.
- All Mahomed—2nd Prize.
- All Mahomed—Ellis Kadoorie Prize for Composition.
- Abdom—Ellis Kadoorie Prize for Geography.
- Lal Shah—Urdu Prize.

Class VIII. "B"

- 1 Nazir Ahmed—1st Prize.
- Jagjit Singh—2nd Prize.
- Nazir Ahmed—Urdu Prize.
- Special Prize presented by Mr. A. R. Sutherland—D. Shamsuddin.
- Special Prize presented by the head master—Abdom.

BOXING

CITY HALL

SATURDAY, JANUARY 25, 9.15 P.M.

Middleweight Contest
Lieutenant
C. G. H. CHRISTIAN, R.A.,
Ex-I.S.B.A. Champion
v.
A. B. EWIN
H.M.S. "Kent"
Ex-Middle-Weight Champion of the Colony.
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OPERA SEASON

Carmen at the Star Theatre

ENTHUSIASTIC AUDIENCE

Bojet's Opera "Carmen" is always popular and attracted a large and enthusiastic audience to the Star Theatre last night.

Signor Carpi is indeed fortunate in having secured a prima donna such as Signorita Diotti for the part of "Carmen." One of the most fascinating and difficult of all operatic parts, it must be interpreted by someone who can both sing and act!

Signorita Diotti filled both these requirements and gave an intensely interesting performance of the part of the gipsy girl. She has a vivid personality and from the moment of her first entry she dominates the stage and carries the interest of the audience. She strikes one as being tremendously alive! She possesses a really beautiful contralto voice; liquid in quality yet full of power when occasion demands. But no matter what the emotional demands of the part, her voice is always true and sweet in tone. The flexibility of her voice was never better displayed than in the beautiful Sequidilla in Act I.

A Dramatic Rendering
She was ably supported by Signor Giovannoni as "Don Jose," who gave a most dramatic rendering of this part. He is not a pure tenor and his voice is rather rough at times since he is often so carried away by his part that he is inclined to sacrifice purity of tone to dramatic fervour. This must be forgiven him since he is a fine actor and lived every moment of his part as the unfortunate soldier.

"Escamillo" had an able interpreter in Signor Casarosa, who had a great ovation for the famous "Toreador Song."

The part of "Micaela" was taken by Signorita Henhina. Very few sopranos really enjoy singing this part, since a voice-dramatic enough for the big song in Act III is seldom clear or light enough for the duet with "Don Jose" in the first act. Suffice it to say that Signorita Henhina acted sympathetically and looked very charming as the village maiden. The Tavern Scene was particularly well staged, Signorita Buganelli as "Frasquita" and Signorita Benedetti as "Mercedes," both sang well and looked most attractive. Their quartette with "Carmen" and the smugglers won well-deserved applause. It was very nice to hear their "Terzetto"

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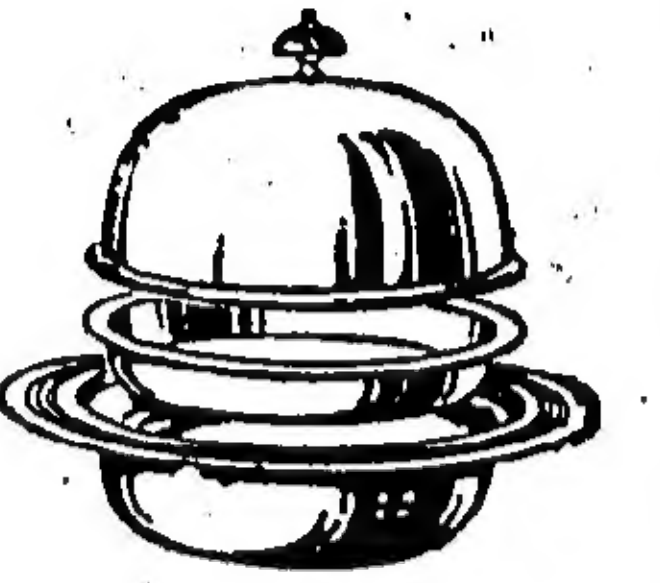
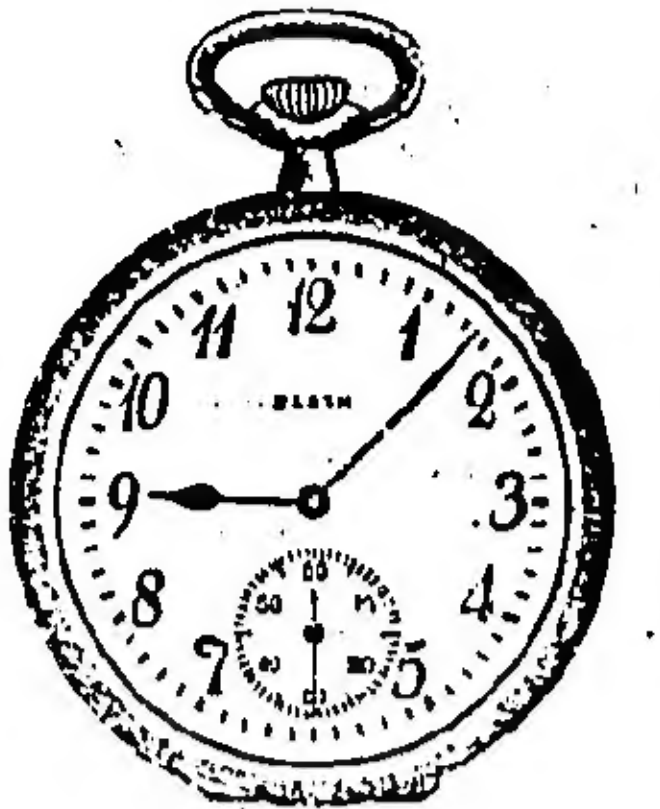
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in Act III, which is so often omitted.

The orchestra played well throughout, especially so in the introduction to Act III, with the fascinating motif for the wood-

Charming Dancers
Signor Mancini made an effective "Zuniga" and three very charming dancers in daring dresses relieved the tragedy of Act IV. Their names were not on the programme, but their dance was excellent and earned a well-deserved encore.

The company must be congratulated on the performance, which ranks as the best they have given this season.

To-night "Il Trovatore" will be given.

—"Acwo."

MRS. W. J. BRYAN

Widow of Democratic Leader Dead

Hollywood, Cal., Yesterday.

The death is announced of Mrs. William Jennings Bryan, widow of the Democrat leader.—Reuter's American Service.

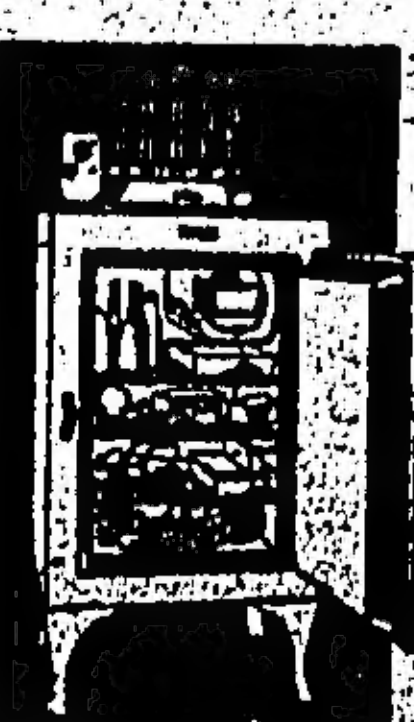
AMBASSADOR TO POLAND

Washington, Yesterday.

President Hoover has nominated Mr. Alexander P. Moore, Minister to Peru, to be Ambassador to Poland.—Reuter's American Service.

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World News In Pictures

Statesman Relaxes



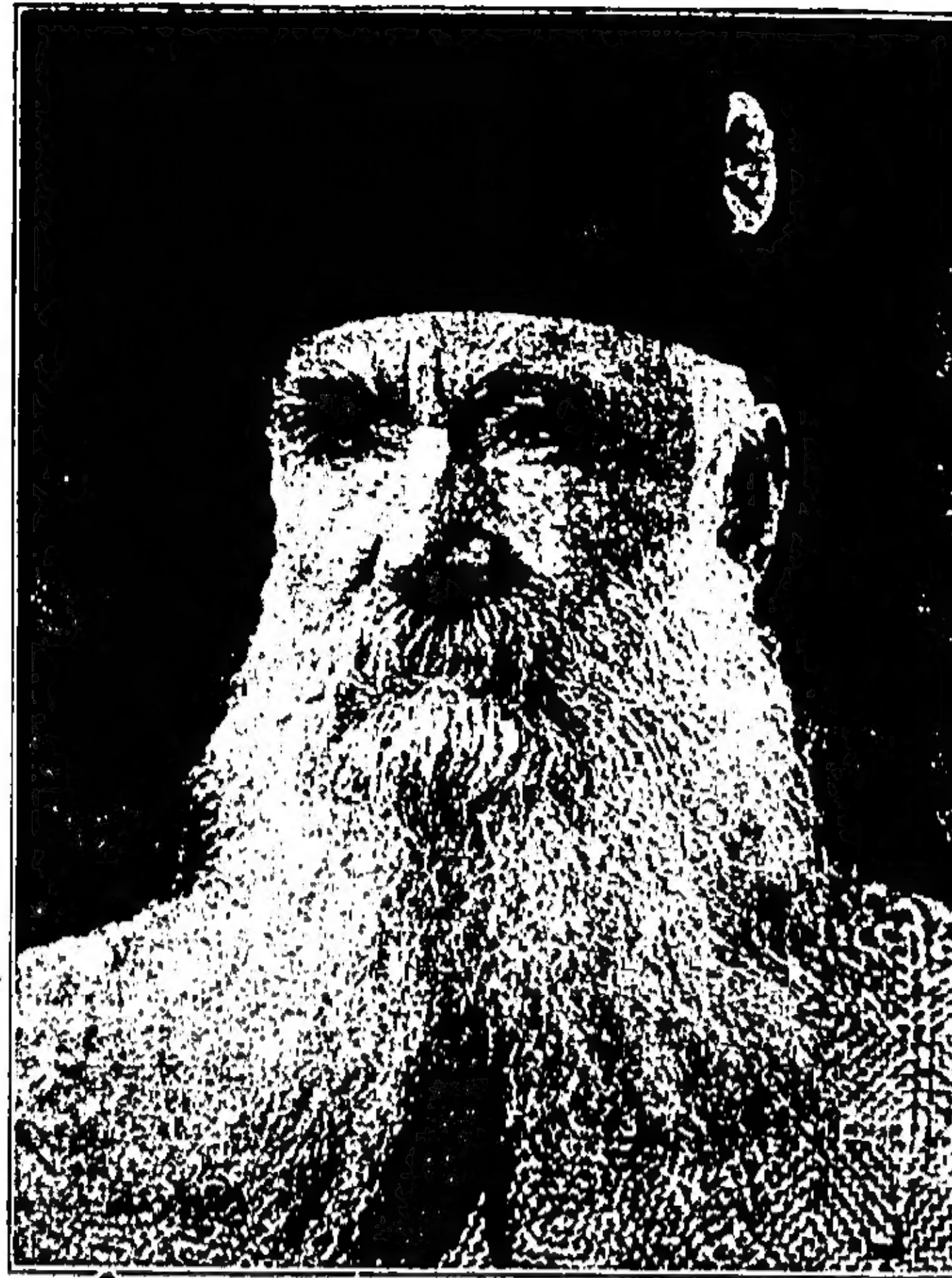
Rt. Hon. Winston Churchill, Chancellor of the Exchequer in the Baldwin administration, caught by the photographer in a moment of relaxation at the Banff Springs Hotel in the Canadian Rockies during his recent tour of the Dominion. He was accompanied on his tour by his son, Randolph; his nephew, John, and his brother, Major Churchill.

New Secretary of War



Colonel Patrick Jay Hurley, of Oklahoma, was appointed by President Hoover as Secretary of War to succeed the late James W. Good. Colonel Hurley is a distinguished soldier and an executive of proved ability. He is forty-six and was a cowboy.

A Fine Old Scot



Donald Fraser, ninety-year old Canadian Scot of Victoria, would not pass up the opportunity of seeing his brother Scots in action and was a picturesque figure at the Banff Highland Gathering recently held at the famous resort in the Rockies. Mr. Fraser's father went out to Canada 120 years ago, but he himself has never been to Scotland. He is typically Scottish in accent and appearance and plans to visit the homeland some day.

Young Aristocrats Sail



Standing on each side of Captain J. N. Griffiths, skipper of Canadian Pacific steamship Montclare, the Hon. John and the Hon. George Rodney, aged 9 and 10 respectively, had just made the 2,000-mile trip from their father's ranch at Fort Saskatchewan, Alberta, unaccompanied across Canada under the care of Canadian Pacific Railway officials. They were on their way to school in England. The elder is eventually destined for Eton and the younger will enter the Navy via training ship at Dartmouth. Their father is the descendant of the famous British Admiral who won the great sea fight at Cape St. Vincent in 1780.

Air Pilot Killed



Lieutenant George T. Cuddihy, one of the best known of the U.S. Navy's racing pilots, who was instantly killed when his Bristol fighting plane got beyond control and fell 6,000 feet. Lieutenant Cuddihy, aged 33, was appointed to the Naval Academy from Michigan. He was a former holder of the world's seaplane record. The fatal crash came after he had gained an altitude of 10,000 feet and was in the midst of a terrific dive.

Honor Canadian Pacific Men



Life-saving certificates of the Royal Canadian Humane Society were recently presented at Port McNicoll by Hon. Wm. Finlayson, Ontario Minister of Lands and Forests, to Car Inspector Alex. McCullagh, No. 1; Constable Harry Gyves, No. 2, and Chief Clerk J. A. Davidson, No. 3, all Canadian Pacific employees stationed at Port McNicoll, who last March rescued from drowning Mrs. Gaudault, her 8-year-old daughter and Margaret Swales, who were crossing the lake from Victoria Harbor to Port McNicoll when the ice gave way. In making the presentations Mr. Finlayson stressed the point that railroad men were at all times cool and collected at a crisis.

For the Senate



David Baird, Jr., of Camden, N. J., has been named United States Senator to succeed Walter E. Edge by Governor Morgan Larson. The new Senator will serve by appointment until November, 1930, when the office will be open for election.

President and Directors on Tour



Inspecting hotels, resorts, experimental farms and properties of the Canadian Pacific Railway, and great mining and industrial plants and agricultural conditions on the route of their journey across Canada from Montreal to Victoria and return, President E. W. Beatty, chairman and president of the system, Dr. H. A. Beatty, chief surgeon for the C. P. R. Ontario district, Sir Charles Gordon, Ross H. McMaster, F. E. Meredith and Dr. Charles F. Martin, dean of the faculty of medicine, McGill University.

Unsuccessful



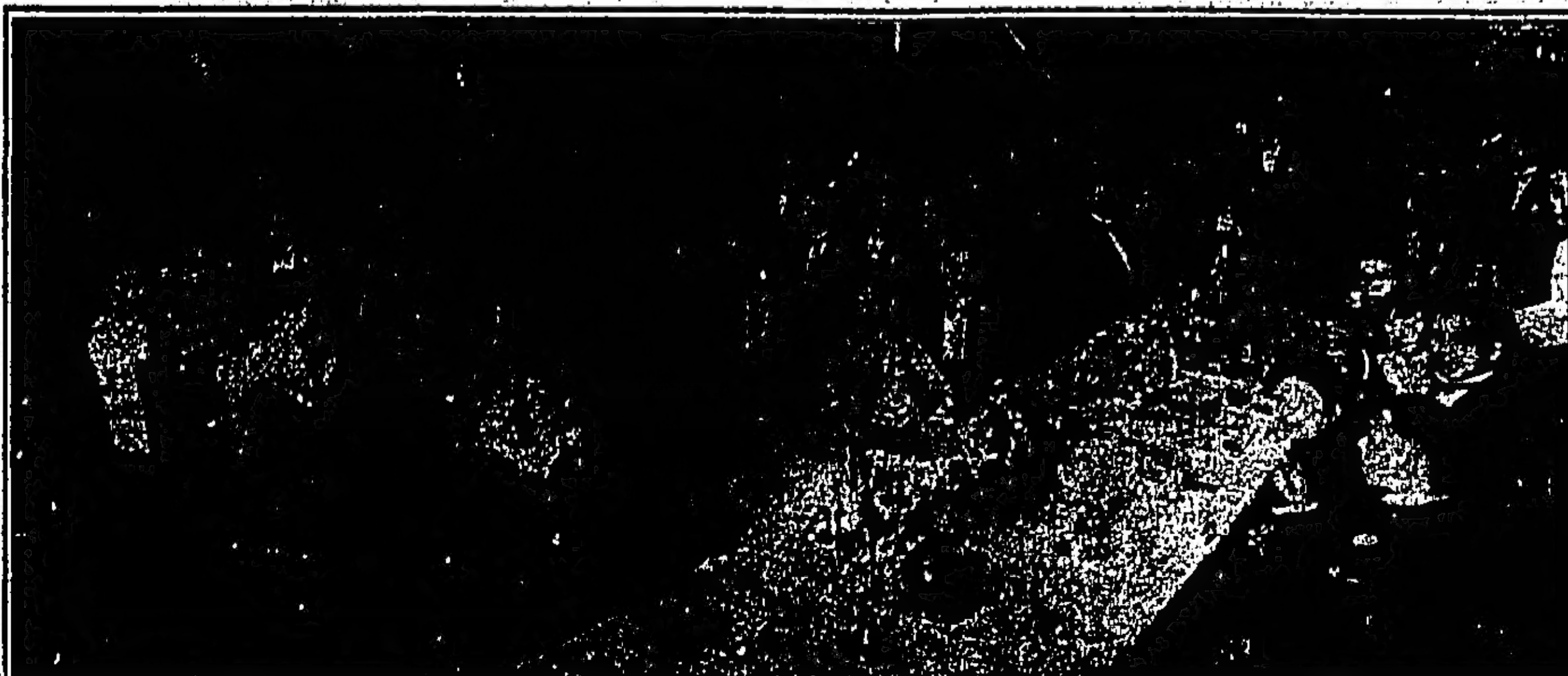
Joseph S. Frelinghuysen, former member of the Senate from New Jersey, is mentioned for the post of Secretary of War in President Hoover's Cabinet, but was unsuccessful. Mr. Frelinghuysen was a member of the Senate Foreign Relations Committee during the World War.

Victor and Vanquished



The Presidential campaign in Mexico did not lack of the color of former years, inasmuch as it was marked by violent riots and much bloodshed. In 1928 the newly-elected President, Alvaro Obregon, was assassinated before he could take office. Above are the two candidates who sought Presidential honours. Pascual Rubio (left) was declared victor by an overwhelming majority over his opponent, Jose Vasconcelos (right).

F. F. Fraternity's 19th Annual Dinner-Dance



The Grill Room, Astor House Hotel, Shanghai, was the scene of the 19th annual dinner-dance of the Shanghai chapter of the F. F. Fraternity. About 250 members, their families, and invited guests were present. An elaborate programme of entertainment was given between dances. The room was most artistically and beautifully decorated. It was voted a most successful party and one of the outstanding functions of Shanghai social life for the season. (Photo by Chung Hwa Studio).

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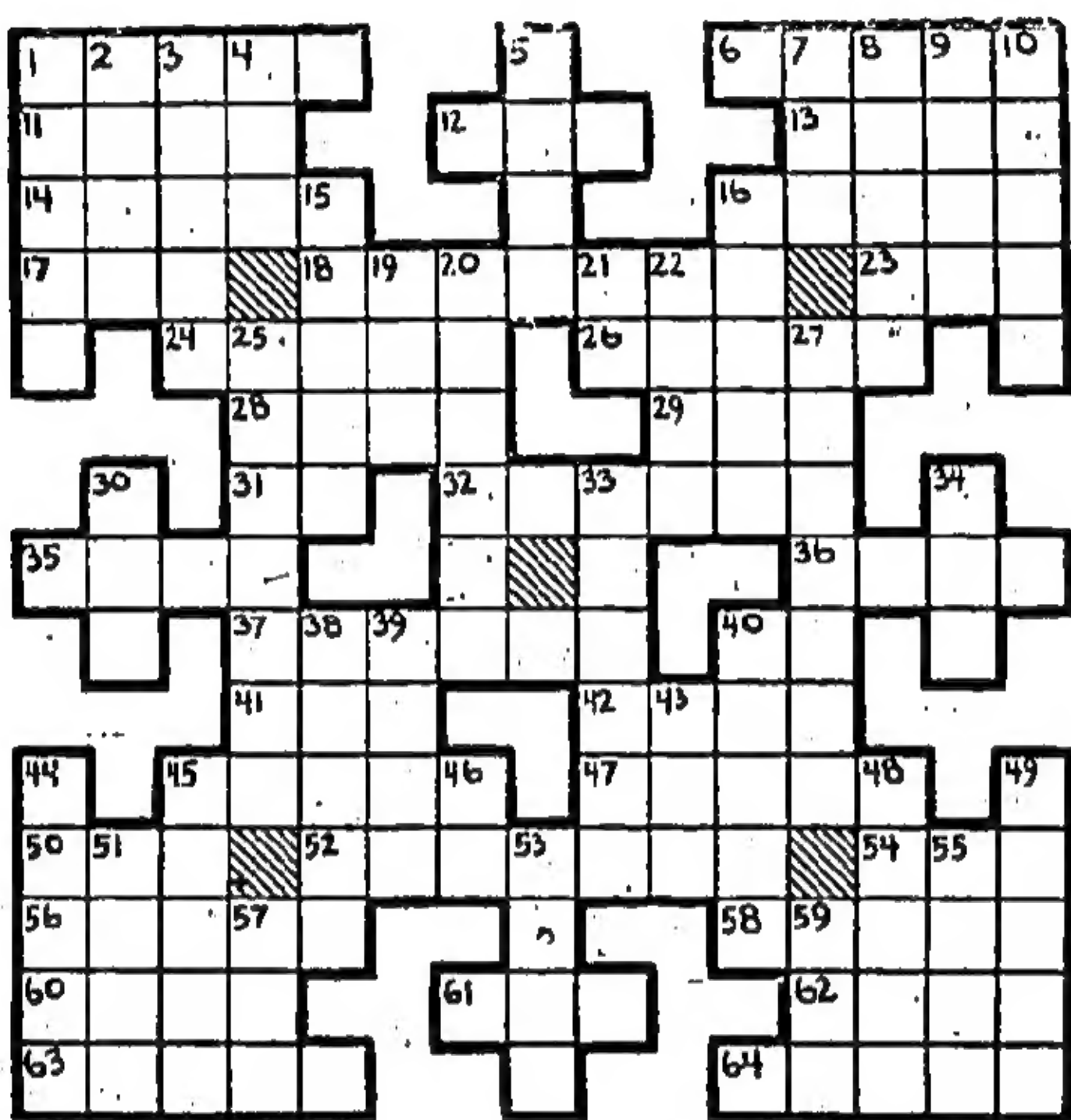
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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



- HORIZONTAL**
- Great Italian composer
 - Composer of "Car-men"
 - Friend (French)
 - Monkey
 - Take out (print)
 - Heaps
 - Small house
 - Anger
 - Stupid
 - Rodent
 - Witch town of Massachusetts
 - Island group, Pacific
 - Turkish mosque officer
 - Compass point (abbr.)
 - Prefix "two"
 - Same as "Hum-bles"
 - Mother
 - To weary
 - Famous battlefield in England
 - Greek letter M
 - A drinking vessel
 - Great river, N. E. Asia
 - Noted French writer
- HORIZONTAL (Cont.)**
- Considered
 - Short for Louise
 - To roll along freely, as a hoop
 - A succulent fruit, as a grape
 - Mohammed's uncle
 - Cupolas
 - To run on wheels
 - To employ
 - Alure
 - Retains
 - A river of France
- VERTICAL**
- Inalpid
 - Mohammedan prince
 - Victory
 - A river in Scotland
 - Uncover
 - A mountain in Greece
 - Striped, sea-like animal
 - Par-name of Charles Lamb
 - Canvassers
 - A dish of spiced game
 - To perfume with incense
- VERTICAL (Cont.)**
- Flow of the waves
 - Exempt, as from disease
 - Pronoun
 - Christmas (French)
 - Assistance
 - To gesticulate
 - Domestic feline
 - French knight
 - Exist
 - Your father's sisters
 - A crystalline mineral
 - Muffled the sound of
 - Prefix "bad"
 - An American explorer
 - Russian monetary unit
 - Greek letter N
 - French novelist
 - Furry
 - Musical wind instrument
 - Part of the face
 - Blood-vessel
 - A high mountain
 - Francis woman

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN
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The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:

Peninsular, Kengelbacher, from Vladivostok.
Hoyt, Hong Kong & Shanghai Building, from Stamford, Conn.
Akwie, from Shanghai.
Hahak Sian, from Swatow.
Namo, from Osaka.
Wingo, from Tientsin.
S. L. Kwok Co., from Goeteborg.

E. V. JESSEN,
Superintendent.
Hong Kong, January 22, 1930.

THE EASTERN EXTENSION
AUSTRALASIA & CHINA
TELEGRAPH CO., LTD.

The following unclaimed telegrams are lying at the E. E. Telegraph Co. office, Hong Kong:

Mohammedin, Shoemaker Somerset, from Singapore.
Sohan Singh Jai, Sikh Temple, from Patti, India.

S. LACK,
Superintendent.
Hong Kong, January 18, 1930.

YESTERDAY'S SOLUTION

PRINT OSAGE
EASIER SNARED
TILL ELK PINE
ESE WAITAD DIA
RIS SET DIA
NIPPON VIAL
MAIN DINE
SPIN GREETS
MEN TOODITS
END BORNE SOT
RIOT REE SOLO
GONION SIMPER
ERECT TASSE

HONG KONG HEIGHTS

For the information of visitors the following list of some of the highest points on the Island and Mainland is published:

Island.	Feet.
Victoria Peak	1823
Signal Station	1774
Mt. Parker	1784
Mountain Lodge	1725
The Eyrie	1725
Peak Hotel	1305
Taikoh Sanatorium	1000
Mt. Davis	877
Bowen Road (filterbeds)	297
Mainland	Feet.
Tai-mo-shan	8124
Kowloon Peak	1971

FAREWELL TO GOVERNOR

(Continued from Page 8)

Ladyship has always taken the deepest interest in "Guiding" in Hong Kong, and this interest and constant activity in its cause has had a very marked effect. The Guides look on Lady Clementi as a patroness in the best sense of the word, and as a leader, and their gift to her on this occasion has been well chosen. A series of photographs of Hong Kong, together with a short history of the Colony, has been bound up together in a Chinese portfolio of black brocade, half bound in gold leather. Chinese ideographs of good wishes, and a pair of scarlet silk tassels, give the book a characteristic appearance. The front pages have the names of Guides printed and a few words of presentation.

The work of printing and binding has been carried out by Messrs. Kelly and Walsh.

GOVERNOR'S REPLY

His Excellency the Governor replied:—

I value very highly the beautiful addresses which you have presented to me. I shall always treasure them; but I am even more deeply affected by the knowledge that you wished to retain me among you for a longer period and that you share the sorrow which I feel at leaving you. On the day when I landed here as Governor I asked that the kindness, which was given me so generously during my earlier service in Hong Kong, might be accorded to me in even fuller measure, seeing that my responsibilities had so greatly increased. Your welcome at that time was an immense encouragement to me; and to-day, on the eve of bidding farewell—as I fear forever—to this Colony, which I love, I cannot find words to express adequately my gratitude for the unfailing help and sympathy, and indeed the friendship and affection, which has encompassed and sustained me throughout my life among you.

It is only my brother cadets, my colleagues, official and unofficial, in the Executive and Legislative Councils, the Heads of Departments, and all ranks in the service of the Hong Kong Government, to whom my sincerest thanks are due; my heartfelt gratitude embraces the whole community, high and low, Chinese and non-Chinese, in Hong Kong and Kowloon, as well as the elders and villagers of the New Territory.

Since first I set foot in this Colony, thirty years ago, I have met with nothing but kindness from all of you. The best years of my life have been lived here. Hong Kong has been my home, and I know that I can never again be as happy as I have been in Hong Kong. It is with a full heart that I thank you and with deep sorrow that I say good-bye.

Thanks to Ladies
My wife asks me to reply to the ladies of Hong Kong, on her behalf, and to thank them for their address to her. This Colony has been her home, as it has been mine; and the health and happiness of our children here have convinced us that, given regularly occupied lives, European girls and boys need not be separated from their parents at an early age, but can thrive in Hong Kong with all the advantages of family life, until it is time for them to go to Britain for reasons of education and of association with their kith and kin.

My wife wishes me to tell you what pleasure it has given her to see the great progress made here in organizing Girl Guides, one of the best movements of modern times. The number of Girl Guides has increased recently from two to eight companies, including two companies of Rangers; and my wife feels that the future of Guiding in this Colony is now secure, because many Chinese and Portuguese girls, whose homes are in Hong Kong, are enthusiastic girl guides and will undoubtedly carry on the work as rangers and officers in their turn. It has, moreover, been a great delight to see the Brownies develop into nine cheerful packs, which we enjoyed entertaining at Government House last month, together with their brother Wolf Cubs. The Scout movement also expands and prospers in this Colony, as it deserves to do.

Helena May Institute
The Kowloon Branch of the Helena May Institute is due to be opened the day after to-morrow, and we hope that each year will see that Institute represent more fully the various communities and races of the women and girls of Hong Kong for whom it was founded.

We also hope before long to hear that suitable housing has been secured for the Chinese Young Women's Christian Association, whose excellent work we have watched with sympathy and admiration.

Women's Hostel
Both my wife and I are deeply interested in the project for establishing a women's hostel at the University of Hong Kong. There

were 38 women students on the roll of the University in 1929 and residential accommodation could only be arranged for 14. We trust that the Committee, formed under Colonel Skinner's chairmanship to raise funds for building this hostel, may be successful; and we note with pleasure that two lady undergraduates of the University, while in the Straits Settlements during last long vacation, collected over \$3,000 in Malaya for this fund. When we reach Singapore, we will gladly do what we can to assist in the collection of further subscriptions for so excellent a purpose. The fact that Singapore is not far from Hong Kong and lies on the way from this Colony to Britain encourages us to hope that we may not entirely lose touch with the schemes that have most interested us in Hong Kong, our work for which, in many cases, we must very regretfully leave unfinished.

The Fighting Services
No occupation in Hong Kong has given my wife more pleasure and interest than the work she has been able to do in promoting hospitality to the men of the fighting services, who have left their own homes for our protection. She earnestly hopes that the Hong Kong ladies will continue and expand this work, and that before long a permanent and suitable setting for such hospitality may be found.

Changes in the Colony
Ladies and Gentlemen, in thirty years I have seen much to marvel at in this Colony. The population was estimated at 252,405 souls in 1899, when I arrived here. Now it must be more than a million. It has, therefore, been quadrupled. The revenue in 1899 was \$3,610,143; last year it was, according to our most recent estimates, \$23,218,950. The total shipping of the port in 1899 was 13,437,147 tons; last year it was 36,656,678 tons. There was no railway, when I first came here; now we have the Kowloon-Canton railway, which we hope will one day be the Kowloon-Canton railway. There were no motor-cars or motor roads in the Colony in 1899; now we have the Kai-tak aerodrome; a detachment of the Royal Air Force is stationed here; we have just constituted a Hong Kong Flying Club; and commercial aviation is about to begin. Kowloon was in 1899 a rural district; now it is a large and prosperous city.

Under the Union Jack
These things are striking evidence of what can be done in this Colony, where a thrifty, industrious and enterprising Chinese community enjoys law and order under British Government. Nor have I any fear for the future so long as there is true concord between the British and Chinese elements in the population of the Colony; and nothing has given me greater pleasure during my term of government than to observe the increasing co-operation between the many racial elements of the Colony's inhabitants and the spirit of goodwill in which the leaders of the different communities fostered sentiments of mutual friendship and fraternity.

Coming Centenary
The British flag was first hoisted in Hong Kong on the 26th January, 1841. Therefore the Colony's centenary is fast approaching; and if the second century of the Colony's existence records progress as wonderful as that achieved during its first century, what marvel may we not expect? Would Captain Charles Elliot or Sir Henry Pottinger in their most hopeful day-dreams have imagined that Hong Kong, the barren island of their time, would in less than a hundred years become the foremost shipping port in the Far East? The pioneers of the Colony's earliest beginnings laid well and truly the foundations of her future greatness, and each succeeding generation of colonists must see to it that their splendid heritage is passed on to posterity, not only unimpaired, but further developed and adorned. (Loud Applause.)

COAL MINES' BILL

Effort to Placate
Liberals

FRESH AMENDMENTS

London, Yesterday.
The Government amendments to the Coal Mines Bill, as originally designed, meets certain Liberal Party objections.

The Bill as now published will provide inter alia for a postponement of the reduction of miners' hours to seven and a half daily, until July. It also provides for the compulsory amalgamation of a number of collieries.

The Liberal Parliamentary Party meeting which takes place to-morrow is to consider these amendments.

The Committee stage of the Bill will be taken the week after next.

ANOTHER FRANCO-GERMAN WAR?

TWO-YEARS PROPHECY OF M. LEON DAUDET

BRIAND DENOUNCED

I want to-day to see M. Leon Daudet, who since his flight from France has occupied a large mansion at the entrance to the Avenue Tervueren, writes a special correspondent in the Daily Telegraph of December 23. The famous Royalist deputy told me that he expects to receive to-morrow the news of his pardon, which he never dreamed of soliciting.

When I asked him if he would return to Paris at once, M. Daudet replied that it would take a little time to prepare for his return with his friends of the Action Francaise and to take his leave of the people of Brussels, who had been charming to him during his exile. M. Daudet told me that while he has been in Brussels he has had books sent to him from France which now amounted to a library of 5,000 volumes. He receives on an average fifty letters a day.

"I imagined," he remarked to me, "that I should not return to France until the outbreak of the next war." On my expressing surprise at this statement, M. Daudet added that he was convinced there would be another war within perhaps two years.

Germany's preparations, the poison-gas she is manufacturing in great quantities, and the spirit of revenge that animates the country, in M. Daudet's opinion allow of no illusion as to German intentions. There can be no doubt, he said, that Germany will want to dismember herself as soon as possible of the Danzig Corridor, and is preparing for a new Sadowa.

French Weakness
M. Daudet denounces in violent terms the weakness of the politicians in France, and he uses particularly harsh language about M. Briand, whose incessant concession in regard to reparations, he declares, have played into the hands of the Germans and served their secret aims.

He expresses regret at the apathy of French public opinion, and bitterly deplores the passing of M. Clemenceau, whose patriotic vigilance was constantly on the alert and who possessed great clarity of vision in regard to happenings abroad. M. Daudet assured me that on his return to France he will once again take up with renewed ardour his crusade against the politicians of his country, whose incapacity and blindness, he declares, expose France to the greatest peril.

WATER RETURN

Level and Storage of water in Reservoirs on January 1, 1930:

CITY AND HILL DISTRICT WATER WORKS.

	1929	1930
Cytam	15' 6" B	11' 8" B
Cytam Byewash	24' 6" B	19' 5" B
Cytam Intermediate	2' 2" B	0' 7" B
Cytam Tuk	47' 0" B	31' 1" B
Wong Nei Chung	24' 4" B	19' 1" B
Okulum	23' 2" B	10' 1" B
(Note: B. denotes "Below Overflow"; A. denotes "Above Overflow"; L. denotes "Level with Overflow.")		
Storage in million and decimals of gallons.		

	1929	1930
Cytam	265.14	226.01
Cytam Byewash	36	3.0
Cytam Intermediate	183.93	192.61
Cytam Tuk	522.00	767.4
Wong Nei Chung	7.03	10.5
Okulum	18.30	42.3

Total 998.53 1,001.0
Consumption of water in the City and Hill District in millions and decimals of gallons during the month of December.

	1928	1929
Consumption	196.41	210.94
Estimated population	428,200	438,586
Consumption per head per day	14.8	15.5
Supply to houses in the Kowloon Districts were disconnected and supply was given by public street mains only during December, 1928		
From December 1 to 31, 1929, a 12-hour supply (6 a.m.—6 p.m.) was given to all Kowloon Districts		
Principal Mains closed (6 p.m.—6 a.m.).		

KOWLOON WATER WORKS

	1929	1930
Kowloon Reservoir	0' 6" B	0' 2" A
Shok Lai Pui Reservoir	3' 0" B	0' 11" B
Reception Reservoir	1' 8" B	1' 8" B
Storage in million and decimals of gallons.		

	1929	1930
Kowloon Reservoir	260.74	354.24
Shok Lai Pui Reservoir	104.10	79.28
Reception Reservoir	28.75	28.75

Total 393.59 402.27
Consumption of water in Kowloon in millions and decimals of gallons during the month of December.

	1928	1929
Consumption	108.76	116.38
Estimated population	166,220	173,260
Consumption per head per day	21.0	21.7
Constant supply in all districts during December 1928 and 1929.		

The Government Analyst's reports show that the quality of the water is satisfactory.
Total rainfall: December 31, 1928, 71.16; December 31, 1929, 69.83.

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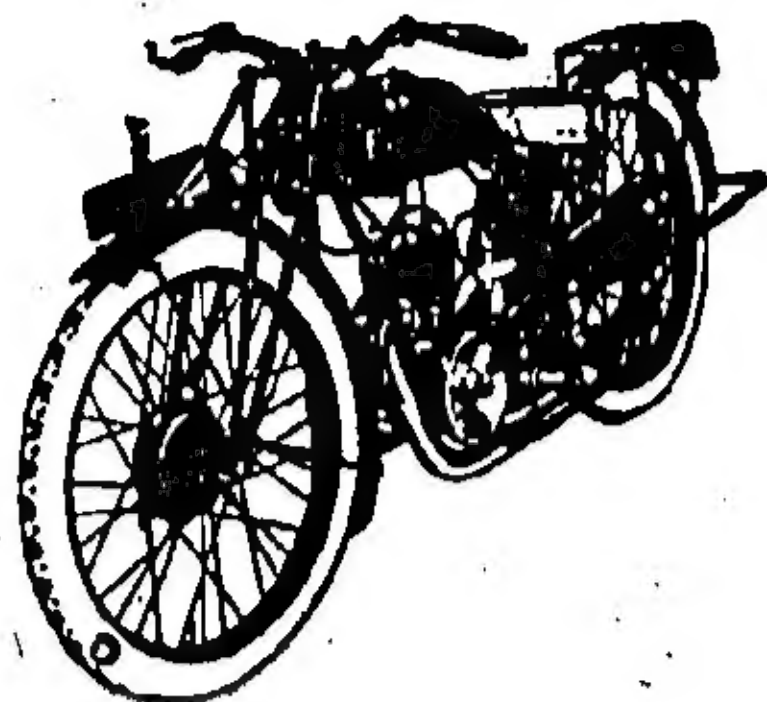
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THE MOTORISTS' PAGE

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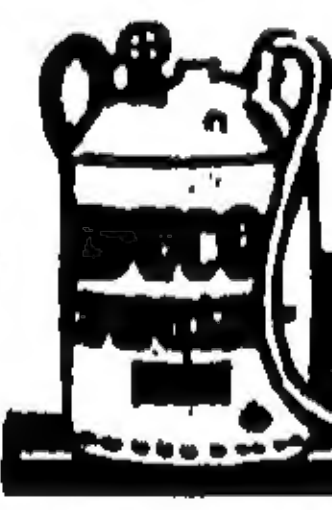
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PARKING PROBLEMS

Solved in America by Electricity

In our large cities of New York, Buenos Aires, Rio de Janeiro, Paris, Havana, London and other typical urban centres, the congestion resulting from motor car traffic has become a most serious problem, writes H. D. James in Westinghouse International.

The universal acceptance of the motor car as a pleasure and commercial vehicle has so crowded our city streets that movement of traffic is practically paralyzed during certain rush hours.

As a logical solution of the serious motor car parking problem on these busy city streets, the Westinghouse Electric Company has developed an unusual and unique motor car parking machine.

Entering this new type of storage garage, a motorist drives his car onto a platform, pulls a lever, obtains his check and the car is automatically whisked upward out of sight. The device immediately places another empty platform at ground level, ready for another car.

When ready to leave, the motorist pushes a button corresponding to his check, and his car is delivered to him at ground level almost immediately, without any of the ordinary vexatious garage delays.

This new motor car parking machine occupies a ground space equal to that of only a small private two-car garage. It can be built into old or new buildings for almost any capacity or can be set up on small, unoccupied lots. Several machines grouped together would constitute a large ultra-modern storage garage.

The machine consists of two endless chains passing over wheels at the top and bottom. Platforms, suspended between these chains, each provide space for one automobile. The house or section of the building occupied by the machine is unique because it has no floors. The motor car remains parked on the machine until called for.

With such equipment built into office buildings, hotels, theatres and public buildings, and constructed at convenient locations on unoccupied lots, city streets could be kept cleared of parked cars and made safer for moving traffic.

Everywhere, people constantly are giving more attention to traffic conditions, and the time is coming soon when each building must care for the motor cars of its tenants as well as for the tenants themselves. The building of parking machines into apartment houses would solve the garage problem in congested apartment house districts. The devices could be erected at frequent intervals in residential neighbourhoods, thereby saving motorists the cost of building and maintaining private garages.

A group of motor car parking machines built into a theatre or store building would permit motorists to drive from their homes directly into the theatre or store and to park their cars without exposing themselves to the weather.

By the use of the parking machines, considerable money now spent in widening streets to accommodate parked cars could be saved. By eliminating parking on the sides of streets through the use of the machines, existing streets in most cases would be wide enough to accommodate moving traffic.

An important feature of the new device is that it can be equipped to operate automatically by placing a coin in a slot, thereby doing away with the necessity for attendants.

Tram cars could be parked at strategic centres on heavier machines of similar construction, for use when wanted during rush hours. In large cities, much rush hour traffic now consists of empty tram cars en route to busy corners to pick up loads.

The "cruising" of omnibuses in search of passengers could be eliminated as machine omnibus stands could be established at frequent intervals.

According to the engineers, merchants have been the chief objectors when efforts have been made to prohibit parking on downtown streets. They explained that with the use of parking machines, motorists would be able to park their cars in shopping centres without parking in the streets, thereby eliminating previous objections. The new devices, the engineers said, would make excellent omnibus terminals.

LIGHT CARS

Ascent of Mottarone Peak

Light car owners know that their small and handy vehicles have a decided advantage over bigger and more powerful cars when it comes to mountain climbing or explorations into inaccessible regions, but it is not often that this is so completely demonstrated as in the case of an Italian motorist owning a 9 h.p. Fiat.

Overlooking Lake Maggiore and the Lake of Orta is the beautiful peak of the Mottarone, 3,280 feet high, the summit of which can be reached only by a track railway starting from Stresa. Recently the Alpine Motor Cycle Club organized a gathering on the Mottarone, making use of the track railway. Mr. Palmiro Albarganti, however, despised such a common place mode of locomotion and, aided by three friends armed with picks and shovels, he set out for the climb at the wheel of his Fiat, taking advantage of the mule track as far as it went. At times the track was not wide enough for the car, but the pioneers made it wider. The gradient in many places was 1 in 6, but this did not prove a serious obstacle to the Fiat. The sun was hot and the navying was heavy, but the crew never allowed itself to be discouraged and finally, to the amazement of the spectators, the car came to a stop in front of the hotel crowning the peak.

Honesty obliges us to say that this was not the first time the Mottarone had been climbed by car. Twenty-seven years ago, one of the first cars built in Italy was taken to the top of the mountain. Some say that its owner carried it up, but at any rate it got there. Doubtless it, too, was a light car.



Patrolman Herman Winters, of Detroit, guiding traffic with the new electrically lighted signal belt. These are being used in lieu of semaphores in several cities. Green lights flash from the patrolman's arms and red lights from his breast. Dry cell batteries carried in a pouch supply current for the lamps.

LEVEL-CROSSINGS

Concern to Thoughtful Owners

"Accidents at level-crossings are not unknown in this country and the authorities might take notice of what is being done elsewhere in the matter.

"In Germany the number of accidents at railway level-crossings is becoming a source of grave concern to thoughtful motorists. It is not only at the numerous 'unguarded' crossings that danger arises, but, owing to human inability to error, accidents are by no means infrequent where barriers are worked by the railway staff.

"This state of affairs," says The Light Car and Cyclecar, "has given rise to the increasingly held opinion that, as hand-operated gates necessarily involve an element of risk and as a mechanically closing gate may itself cause an accident either by striking a passing car or by imprisoning it on the permanent way at the moment of greatest danger, gates and barriers should be abolished at level-crossings and be replaced by warning signals set in motion automatically by each oncoming train."

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SUPREME!

The British Motor Cycle

The 1929 Motor-Cycle Show, which opened at Olympia recently, is of particular interest in view of the almost unique position occupied by the British motor-cycle trade. In very few other industries has foreign competition been so successfully met in our home markets, and such a healthy balance of exports over imports established. In 1928, motor cycles and parts to the value of £17,238 were imported, and the export figure for the same year was £3,785,372. The corresponding figures for the first 10 months of this year are: Imports, £14,103 and exports, £3,600,464. It is probable, therefore, that the final figures for this year will be even better than those of last. Before the war, the chief competitor with the British motor-cycle industry was America, both in Britain and abroad. The gradual perfecting of the medium-size and light-weight types of machine by our manufacturers, and the steady reduction of prices, are responsible for their present ascendancy over the American machines which, until recently, were all of the large multi-cylindered type, having engines between 750 c.c. and 1,200 c.c. capacity. As it is now possible to buy machines having cylinder capacities of not more than 350 c.c., which are not only reliable and reasonably quiet, but are capable of speeds greatly in excess of actual requirements, the chief reason d'être of the big machine has disappeared. In just the same way as it has done in the motor-car world. The two leading American manufacturers have realized this position, and are now producing small, single-cylinder machines; no serious competition need, however, be expected from these. The decline in the United States home market, which has resulted from the enormous production of cheap cars, may also be partly responsible for the lack of effective competition from this quarter.

On The Continent. The position as regards the Continent is different; there, the

popularity of motor cycling is mainly a post-war development, and, consequently, Continental design is only now beginning to reach the same standard as British, and it is, therefore, not to be expected that their products will find a ready market in Britain. The position, however, is somewhat different from the point of view of our export trade. We have repeatedly expressed the opinion that it is only a matter of time before Continental manufacturers would make a serious effort to capture a larger share of the world's trade, and, in this connection, the figures for motor-cycle production in France are highly significant. Production in that country has increased from 26,000 in 1925 to 115,000 in 1928, the latter figure being only 5,000 less than our own output in the same year.

In addition to this, it is rumoured that one of the largest car makers in Italy is laying down plans for the continuous production of motor cycles.—Engineering.

A BOOK ON MOTOR BOATS

Marine motoring in the past few years has advanced in popularity with great strides, and the latest edition of the Motor Boat Manual has been brought well up to date and covers all phases of the subject. It has been largely re-illustrated, extensively revised and two entirely new chapters added. These deal with a very popular form of marine motoring, namely, the use of the outboard type of engine. There are twenty chapters in the book, commencing with boat design and construction and then passing on to descriptions of typical motor craft, followed by chapters on engine equipment, principles, carburetors, ignition and lighting, lubrication, cooling, transmission, propellers, maintenance of machinery—all extensively illustrated. A series of well-known and up-to-date engines are described in detail and excellent illustrations of them shown. The Motor Boat Manual at 5s. net (post free 5s. 4d.) is remarkably fine value. The publishers are Temple Press Ltd., 5-15, Rosebery Avenue, London, E.C.1.

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LABOUR POLICY

Aspects of New Bill Criticised

The general public will be relieved to know that the Government have decided to penalise "joy-riding." The text of the Home Secretary's Bill, recently issued, is, however, far from satisfactory; it is to be hoped that it will become law in a very different form, Barister-at-law writes in the Autocar.

For instance, under the present law a husband cannot be convicted of stealing from his wife, nor a wife from her husband, while they are living together. If, therefore, Mrs. A. being short of money, proceeds to sell her husband's car, and make use of the proceeds she can only be abused and not prosecuted by Mr. A. Under the new Bill, however, if Mrs. A., having been told by Mr. A. not to take out his car, disobeys these instructions and goes for a drive she can be sent to prison for three months or fined £50, or, if she is committed for trial, sent to prison for twelve months and fined £100.

Again, if a chauffeur takes the car out, against his master's orders, he is liable to the same penalty—and that even if Mrs. A. has coaxed him into doing so, unless he genuinely believed that Mrs. A. had equal authority with her husband to give him the order, or that Mr. A. had changed his mind and indicated the change through Mrs. A.

Look Before You Leap!

It is necessary to be careful in the creation of a new criminal offence. There are many actions which are wrong and which can be penalised civilly, but which it is not desirable to make criminal. The object of the new Bill is to prevent motor thieves and irresponsible persons for "borrowing" vehicles which they have no sort of right to use, but, in effecting this object, the draftsman has included persons whom it is clearly undesirable to make criminals.

Another anomaly in the Bill is that, whereas, on the one hand, a chauffeur who takes out the car against orders is guilty of an offence, if, on the other hand, he goes further and lends the car to a friend, who believes he has the right to lend it, neither he nor the friend will be guilty of an offence. From the owner's point of view, however, this latter act is a much more serious breach of duty than the former, and far more likely to involve him in pecuniary loss, e.g., owing to the friend's bad driving.

The substantive words creating the offence are "every person who takes and drives away from any place any motor vehicle . . . is guilty of an offence," so that a man who pushes a car, or a man who enters it, preparatory to driving, is not guilty of an offence until he drives away. As a power of arrest without warrant is only given to a policeman after an offence has been committed, it is rather bad luck on the policeman. He will have to stand and watch preparations for an offence being made, unable to interfere until a chance is given to him to risk his neck by jumping into or in front of the now moving car.

Further, it might reasonably have been thought that quite a useful provision would have been one enabling the Court to award the whole or part of any fine inflicted to the owner of the car in order to save the expense of further civil proceedings. The private Bill presented by Sir Gervais Rentoul with the same object as the Government Bill provided for both these last two matters.

When Consent May Be Assumed

The actual offence under the Government Bill is that of taking and driving away from any place any vehicle without the consent of the owner thereof and without other lawful authority, but it is made a defence to a charge if a defendant can prove that he acted in the belief that he had lawful authority or in the belief that the owner would, in the circumstances of the case, have given his consent if he had been asked therefor.

If a car is borrowed in an emergency such as fire, sudden illness, felony or the like, the unauthorised borrower will have a defence under the last proviso, as any reasonable person would lend his car in such circumstances.

The Bill applies to motor vehicles only, and not, as Sir Gervais Rentoul's private Bill applied, to all vehicles. No doubt joy-riding is mostly confined to motor cars and motor cycles, but there seems no reason for not giving similar protection to the owners of horses and carts or even to bicyclists.

This is a much needed Bill and it is to be hoped that it will speedily become law, but it seems equally desirable that it should be considerably amended first. In particular, a clause disqualifying persons who commit offences under the new Bill and motor thieves from holding a driving licence, and making them liable to severe penalties if they drive when disqualified, would help to keep these pests off the road.

FORD PRODUCTS

An All-Metal Air Transport

Sale of the first all-metal Ford air transport to a European government was announced recently by the Ford Motor Company, following the receipt of cable dispatches from Prague.

The big monoplane was purchased by Czechoslovakia, where it was demonstrated by Letty Manning, chief test pilot of the Ford Motor Company. Czechoslovakia is turning its attention to the possibilities of air transport because it has no seacoast and must rely on airways for the export of its products in its own carriers.

Sale of the Ford plane was withheld until the completion of the tour on which it was sent by the Company last summer. This tour took the transport into twenty-one different countries, on what undoubtedly was the longest demonstration trip in the history of aviation.

Reports from Europe indicate that the tour has done much to stimulate interest abroad in American aviation, inasmuch as leading aviators, aeronautical engineers and airplane manufacturers in the different countries visited, as well as high officials of the various governments, were taken for rides in the big American ship.

Manning, who piloted the plane over Europe, landed at virtually every important airport on the continent and visited a large number of airplane factories. Arrangements for his tour were made by J. Parker Van Zandt of the Ford Motor Company, who accompanied the plane over Europe.

An Interesting Phase

One of the interesting phases of the tour was the visit of the all-metal transport to Moscow. The arrival of the plane was made the occasion of a great demonstration and a banquet attended by the leading aviation figures of the Soviet nation, including officials of the air ministry.

During its passage over Europe, the plane was not late in a single instance in reaching a city scheduled on the tour. Between August 3 and October 6, the period of time embraced within the demonstration trips, the plane was in twenty-one countries and flew over several more. It carried more than 4,000 passengers, landed at 46 airports and flew a distance of approximately 15,000 miles. The rapidity with which it covered Europe was seen from the fact that demonstrations were held in three different countries in a single day, and in seven countries in seven days.

No motor trouble was encountered on the trip. Reports to the Ford Motor Company stated that the crew experienced bad flying weather at different points along the route, particularly over the Balkans. Constantinople was described as one of the most beautiful cities of Europe from the air.

The plane was sent for exhibition at the International Aircraft Show at Olympia Gardens, London, by the Ford Motor Company in June. It attracted much attention while displayed there, among those who entered and inspected it being the Prince of Wales and other royalty. Much interest also was aroused at the great European airports of Tempelhof, Berlin and Le Bourget, Paris.



Henry Ford is the head of what is probably the largest automobile manufacturing company in the world. His yearly payroll amounts to many millions. He recently spent a veritable fortune in a monster celebration in honor of Thomas Edison. Yet this multi-millionaire wears the same shoes as his lowest paid laborer. He only pays \$4.35 for them and is and behold, like the shoes of any other ordinary person, they sometimes pinch him.

JUDGE ON ACCIDENTS

Twelve Miles Per Hour Thought Reckless

In the King's Bench Division recently Mr. Justice Avory stated that in cases of collisions between motor vehicles the common practice of drivers was to suggest that if their vehicles skidded it was unavoidable, and that they were personally relieved from blame. It was no exaggeration to say that 90 per cent. of the skids were caused by drivers applying their brakes suddenly when the vehicles were going too fast, and it was no excuse to say that vehicles skidded and that the accident could not be helped.

The Judge added that it was a fallacy nowadays for a driver to think that if he were only going twelve miles an hour he could not be in the wrong after an accident. In the old days of horse-drawn vehicles, if a man admitted to a speed of twelve miles an hour everybody would have said at what a reckless speed he was driving.

The Judge was summing-up in a personal injuries case to a common jury, who awarded damages of £600 to Mrs. Marie Henrietta Chamblin, of Thurloe Court, Fulham Road, Chelsea, and of £350 to Mrs. Lillian Arnall, of Joubert's Mansions, Jubilee Place, Chelsea. They were injured last January when a taxicab in which they were riding collided with a private motor-car.

IN THE SOUDAN

Changes Bringing Prosperity

The report of Lord Lloyd, High Commissioner, of the Sudan, Administration, and Condition of the Sudan in 1929, recently published as a Blue Book, is a record of progress in many directions.

Lord Lloyd, referring to the scheme for devolving gradually to the tribal authorities such judicial and administrative functions as it is within their capacity to perform, says:—

Experience of the new native courts, which have come into existence more particularly in the northern provinces, has shown that much good work has been done, that the tribal chiefs have intelligently realised their responsibilities, and that the people are receiving justice on lines which are readily acceptable to them.

The increase in comfort and saving of time to both the Government and the commercial community was a feature of the development of roads, railways, and motor transport all over the country. Air travel, both official and private, had become an accepted part of the transport system. Landing grounds existed at all important and many smaller places in the Sudan.

Dealing with the general economic situation the report states:—

Much attention has been paid to the question of transport, and it is a comforting reflection that the completion of the new railways and the advance in motor transport are a further insurance against the risks of possible food shortage. The future can be faced with much more equanimity than was possible when the country was first threatened with scarcity four years ago.

Standard of Living. The report also states that there is no doubt that the native standard of living is rising throughout many parts of the country, and that the native "motor-bus"—often merely a lorry carrying a confused mass of goods and passengers—has made its appearance. A seat from Wad Medani to Khartoum (110 miles) cost only 3s.

Large areas in the Sudan were rapidly becoming mechanised, while the growth of air traffic also marked a new phase.

£340,000,000

Colossal Expenditure On Roads

Those of our readers who have not forgotten Williams' Law will be aware of its value in keeping the mind concentrated on essential issues, and a similar rule would be very acceptable for dealing with the transport question. At the present time, it is unusual to open a newspaper without finding one or more articles dealing with this subject, but it is rare indeed that the essential issues are set out. While in no way wishing to minimise the importance of good roads as a factor in national prosperity, it is at least arguable that there has been a tendency to over-emphasis in this direction in recent years. Between 1920 and 1927, the last year for which full details are available, the total expenditure on roads has exceeded a total of £340,000,000, and it is probably only because the major portion of this cost has fallen on the rates that it has not created any appreciable disquietude.

It is impossible to reach any consensus of opinion about whether our annual expenditure on road construction and maintenance has reached the point of extravagance, but those who favour the present lavish scale can at least point to the enormous development in traffic which has accompanied the policy. Quite apart from the increase in touring cars, of which the numbers on the roads have nearly quadrupled in the past seven years, the number of motor-cycles was more than doubled in the same period, while commercial vehicles have increased from 135,000 to 305,744. It is hardly too much to say that the bulk of these increases is directly attributable to improved road facilities.

Of the figures mentioned, those referring to commercial vehicles are the most important, since they represent a large diversion of goods and passenger transport from the railways to the roads. The figures in themselves are, however, somewhat misleading, as they do not take account of a marked increase in the average load per vehicle. A traffic flow in excess of 175,000 tons per week is now common on many provincial roads, and credit is due both to the able designer and to the road constructor for the fact that these roads are standing such loads, upon the whole, without undue rapid depreciation. — Engineering.

FITNESS

The Age of "Ford" Workers

The United States Department of Labour's Monthly Review states that in a recent interview, Mr. Ford declared that rumours circulated from time to time to the effect that the Ford plants are refusing to employ anyone over 40 were untrue. Under no circumstances, he said, would he have a personnel of young men only. "As a matter of fact," he went on, "we should prefer, if we could make the choice, to have all of our people between 35 and 60 years old, for then we should have a stable and experienced force. We would not care how much over 60 the men were so long as they could do their work." While a man 70 years of age could not be expected to have as great physical endurance as a man of 25, the older man, Mr. Ford held, should have something much more valuable. The employment department records indicated that the jobs requiring endurance were, in general, best performed by men 40 years of age and over. Younger workers seemed to grow weary of this kind of work rather quickly and wished to be transferred to less heavy jobs.

At the time of the interview, the Ford plants had more than 120,000 employees in and about Detroit. These workers had not been classified by age, but a short time before, when the personnel numbered about 90,000, such a classification had been made, and the age groups were. Mr. Ford believed, proportionately the same to-day. Of the 90,000 workers, 618 were under 20, 28,483 between 20 and 30, 34,230 between 30 and 40, 20,620 between 40 and 50, 5,996 between 50 and 60, 680 between 60 and 70, and 20 over 70 years. According to Mr. Ford, the employment department made no distinction as to age, fitness for the job being the only requirement. An older man was more likely to be placed on somewhat slower work than a younger man; that was about the only distinction in a Ford factory. Younger men were expected to be faster than older men, and as a rule that proved to be the case. Some of the fastest men handling certain types of light work were, however, about 50 years of age.

DRUNKENNESS AND THE LAW

DEFINITION WANTED: MALARIA AND WAR TROUBLES

AN EXPLANATION

Sir Montagu Sharpe, K.C., chairman of Middlesex Sessions, referring to two alleged offences of being drunk while in charge of motor-cars, suggested that the grand jury should consider whether it would not be advisable for them to make some presentment in reference to the matter.

There was enormous motor traffic through Middlesex, he said, and the court was continually having this class of case brought before it. While the ordinary man in the street would not hesitate to say that a man was drunk, a doctor might say that the man was not more than 80 per cent. drunk. Other doctors were called for the defence to say that the accused was suffering from malaria or some war trouble.

The Chairman added that he could quite understand how difficult it must be for a petty jury to say whether a man was drunk and incapable of driving a car. He felt that the law should be altered to the effect that where a man took drugs or drink so as to render himself incapable of properly performing the duties of his office he should be deemed to be drunk.

When, at the conclusion of their duties, the grand jury returned to court, no views were expressed on the Chairman's observations.

110,000-K.W. TURBINE

Constructed for the Ford Works

A steam turbine of a remarkable type is being constructed by the General Electric Co. for the power station of the River Rouge plant of the Ford Motor Co. The most striking feature of the unit is the reversion to the use of vertical shafts which, originally introduced by Curtis, were subsequently abandoned for the horizontal pattern which is more accessible and simplifies the problem of cooling the generator. In the present case, the floor-space available was very restricted, and by the vertical arrangement it has been found possible to install the whole set on a floor-space measuring 77 ft. 6 in. in length by 23 ft. in extreme breadth. The overall height above floor level will be under 21 ft., and the output more than 4 kw. per cubic foot of space occupied. The total weight of the machine will be some 900 tons.



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The above figures are those sent by the makers but, in the absence of details, seem difficult to reconcile with further data also given, according to which the high-pressure turbine and generator will be mounted directly on top of the low-pressure turbine and generator. Possibly, however, the floor level referred to above may be many feet above the base of the machine. The initial steam pressure is to be 1,200 lb. per square inch, with a total temperature of 725 deg. F. On leaving the high-pressure section, the steam will be withdrawn from the turbine and reheated to 550 deg. F. The designed vacuum is 29 in. The speed will be 1,800 r.p.m., and the generators will deliver 60-cycle current at 13,800 volts.

The air coolers will, it is stated, be integral with the generators, the heat losses in which will be utilised for feed heating. To provide the condensing water required, a tunnel 3½ miles long and 15 ft. in diameter is to be constructed between the River Rouge and the Detroit River. This will deliver some 600,000,000 U.S. gallons per 24 hours.—Engineering.

ROAD TRAFFIC BILL

An Objectionable Clause?

What the Motor regards as the worst feature of the Road Traffic Bill is the retention of the old reckless and dangerous driving clause as it appears in the old Act of 1903. In view of the greatly increased penalties for offences under the clause our contemporary

considers it to be the greatest flaw in the Bill and continues:—"A daily paper which has not shown itself favourably disposed to motorists on all occasions repeats in effect what we stated last week when it says: 'There is not at present on the Statute Book, and ought not to be, a law making it a penal offence to do a certain act under certain undefined circumstances which it is unlawful to do under other equally undefined circumstances.'"

"The clause talks of 'all the circumstances of the case,' and a driver can be fined as much as £50 if, in the opinion of a single individual—constable or private citizen—it is considered that 'traffic might reasonably have been expected to be on a road.'"

"The fact that there is a 'careless driving' clause does not affect our firm and unflinching opposition to the reckless and dangerous driving clause in relation to the new and greatly increased penalties, for we are convinced that with no speed limit motorists are likely to be convicted of dangerous driving with grave injustice."

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The China Mail

Thursday, January 23, 1930.
Twelfth Moon, 24th Day.

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"MENEALUS" Due 4th Feb. For Shanghai, Kobe & Yokohama.

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POST OFFICE NOTICE.

RADIO NOTICES

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Voeux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Office. No charge is made for this.

List of ships expected to be in wireless communication with Hong Kong to-day:—Hanyang, Hanyang, Antenor, Nagato Maru, Sungen Maru, Panama, President Taft.

INWARD MAILS

From FRIDAY, JANUARY 24.

Shanghai Jeypore

Japan and Shanghai Hakozaki Maru

SATURDAY, JANUARY 25.

Shanghai and Swatow Soochow.

U.S.A. (San Francisco, Dec. 27, 1929), Honolulu, Japan and Shanghai President Adams

SUNDAY, JANUARY 26.

Europe via Negapatam (Letters only, London, Dec. 26, 1929) Lyons Maru

Manila President McKinley

MONDAY, JANUARY 27.

Europe via Negapatam (Papers only, London, Dec. 26, 1929 and Perceps, Dec. 19, 1929) Kashmir

U.S.A. (San Francisco, Jan. 3), Honolulu, Japan and Shanghai President Jefferson

TUESDAY, JANUARY 28.

Japan and Shanghai Sphinx

OUTWARD MAILS

For THURSDAY, JANUARY 23.

Sam Shui and Wuchow Kong Ning 4 p.m.

Manila Iowa 4 p.m.

Dairen Katha 5 p.m.

FRIDAY, JANUARY 24.

Haiphong Chusan 8.30 a.m.

Holhow & Haiphong New Mathilde 8.30 a.m.

Holhow and Pakhoi Hanyang 10.30 a.m.

Straits and Calcutta Kumsang 10.30 a.m.

Swatow, Amoy and Foochow Parrels Jan. 24, Noon.

Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles Letters 1 p.m.

Hanyang 1 p.m.

K.P.O.

Registration Jan. 24 4.30 p.m. Registration Jan. 25 8.45 a.m.

Letters Jan. 25 9 a.m. Letters Jan. 25 9.30 a.m.

SATURDAY, JANUARY 25.

Straits, Ceylon, India, Mauritius, E. & S. Africa and Egypt Jeypore 10.30 a.m.

Manila President Adams 5 p.m.

SUNDAY, JANUARY 26.

Shanghai Taiyuan 8.30 a.m.

Swatow, Amoy and Formosa Hosan Maru 9 a.m.

Bangkok via Swatow Kiangsu 9 a.m.

MONDAY, JANUARY 27.

Japan, South American Ports & Europe via Siberia Hokuyo Maru 10.30 a.m.

* Separated correspondence only

SOVIET PROPAGANDA IN BRITAIN

WILL NOT IMPROVE RELATIONS OF THE TWO COUNTRIES

NO ACTION TAKEN

London, Yesterday.
In the House of Commons at question time Mr. Henderson stated that it was too early yet to form a conclusion as regards the definite effect of the British-Soviet propaganda agreement, and stated that a message from the Third International, published in a daily paper on January 1, led him to inform the Soviet Ambassador that such action was calculated to impede the improvement of British and Russian relations, which was the object of the impending negotiations. His Majesty's Government at present did not propose to take further action.—Reuter.

Social-Fascist Government
Rugby, Yesterday.
The message from the President of the Russian Third International, which appeared in the first issue of a Communist daily paper published in London on January 1, was mentioned in a statement made by Mr. Henderson in the House of Commons to-day. The message described the new paper as a new and powerful weapon in the hands of the British working class in its fight against capitalism and the "Social-Fascist" Labour Government. It said that the paper should be a rallying point "against the Labour Government of rationalisation, anti-Soviet intrigues, colonial brutalities and preparations for another Imperialist war."

Not Without Hope
Replying to a question as to whether there had been any definite improvement in respect of Soviet propaganda as the result of the recent agreement Mr. Henderson said to-day that, although the Government were not yet without hope that the agreement would result in a permanent improvement, message from the Third International had led him to inform the Soviet Ambassador that such action was calculated to impede that improvement between the two countries which impeding

NEW ECONOMIC COUNCIL

TO REPLACE THE COMMISSION OF CIVIL RESEARCH

PREMIER TO BE CHAIRMAN

London, Yesterday.
In the House of Commons at question time, Mr. Ramsay MacDonald said that the Govern-

PIRATE SUPPRESSION.

Drastic Steps To Be Taken By China

Canton, Yesterday.
Colonel Kam Yin-man, who interviewed the Hong Kong Government lately, relative to the suppression of pirates in Blas Bay, left Hong Kong by the gunboat Man Seng on January 18 for Swatow. After his return to Canton, it is expected that drastic steps will be taken to deal with the pirates.

Bandits in Hunan

Hankow, Yesterday.
General Ho Ying-Ching and Mayor Liu Wen-tao, proceeded to Hunan on January 20, in order to interview Chairman Ho Chien, in regard to the steps taken in the suppression of bandits in Hunan and Hupoh.—Canton News Agency.

ment had decided immediately to establish an economic advisory council under the chairmanship of himself. The council would absorb the existing Commission of Civil Research. He hoped to secure the whole time services of two experienced economists on the Council.—Reuter.

negotiations had as their object. The Government, however, did not propose to take any further action in that matter.—British Wireless Service.

BRITAIN AND BOXER INDEMNITY

COMPLETION OF THE CANTON-HANKOW RAILWAY

TARIFF AUTONOMY

London, Yesterday.
In the House of Commons to-day, Mr. F. S. Cocks (Lab. Broxtowe), asked the reason for the delay in settling the question of the disposal of the Boxer Indemnity. Mr. Arthur Henderson said that the Chinese Government's proposal to invest bulk funds in the completion of the Canton-Hankow Railway brought to fore questions of pre-existing agreements and obligations, which required careful consideration and delayed progress towards satisfactory arrangements in regard to the indemnity.

New proposals were now being discussed between His Majesty's Minister and the Chinese Government.

In reply to Sir Walter de Frece, Mr. Henderson said that the principles suggested in the Memorandum of December 18, 1926, as the basis of the policy of the Powers principally concerned in China had been since consistently acted upon by successive Governments in Great Britain. Mr. Henderson proceeded to enumerate the actions of Great Britain in that connection, comprising the formal recognition of China's right to tariff autonomy, and the present negotiations, at Peking in regard to extraterritoriality. He also related that steps had been taken in pursuance of His Majesty's Government's offer various concessions to China in a memorandum of January 27, 1927.—Reuter.

MINISTER TO FINLAND

Washington, Yesterday.
President Hoover has recommended to the Senate the appointment of Mr. Edward Everett Brodie, ex-Minister to Siam, to be Minister to Finland.—Reuter's American Service.

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